

PLANNING COMMISSION

WEDNESDAY, JUNE 13, 2018

6:00 PM

AGENDA



I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield – Chair	Kamran Mesbah
Eric Postma – Vice Chair	Phyllis Millan
Peter Hurley	Simon Springall
Ron Heberlein	

PLEDGE OF ALLEGIANCE

CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

ADMINISTRATIVE MATTERS

A. Consideration of the May 9, 2018 Planning Commission Minutes

II. 6:15 PM WORK SESSION

- A. Accessory Dwelling Unit (ADU) Code Edits (Pauly) (30 minutes)
- B. SMART Programs Enhancement Strategy (Brashear) (45 minutes)
- C. Basalt Creek Concept Plan (Bateschell) (60 minutes)

III. 8:30 PM INFORMATIONAL

- A. City Council Action Minutes (May 7, May 21, and June 4, 2018)
- B. 2018 Planning Commission Work Program
- C. New Exhibit No. 4 for LP18-0003 (Parks & Rec Master Plan)

IV. 8:45 PM ADJOURNMENT

Timeframes 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

For further information on Agenda items, call Chris Neamtzu, Planning Director, at (503) 570-1574 or e-mail him at neamtzu@ci.wilsonville.or.us.

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

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 Tami Bergeron, Planning Administrative Assistant at (503) 570-1571



PLANNING COMMISSION

WEDNESDAY, JUNE 13, 2018

I. ADMINISTRATIVE MATTERS

- A. Consideration of the May 9, 2018 Planning Commission Meeting minutes

**PLANNING COMMISSION
WEDNESDAY, MAY 9, 2018
6:00 P.M.**

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

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Jerry Greenfield called the meeting to order at 6:02 p.m. Those present:

Planning Commission: Jerry Greenfield, Eric Postma, Peter Hurley, Phyllis Millan, Kamran Mesbah, and Ron Heberlein. Simon Springall was absent.

City Staff: Chris Neamtzu, Miranda Bateschell, Amanda Guile-Hinman, Jeanna Troha, Nancy Kraushaar, Mike McCarty, Brian Stevenson, and Tod Blankenship,

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

A. Consideration of the April 11, 2018 Planning Commission minutes

A revised set of minutes were distributed to the Planning Commission that included clarifying comments as requested by Commissioner Springall.

The April 11, 2018 Planning Commission minutes were accepted as revised.

II. LEGISLATIVE HEARING

A. Parks & Recreation Master Plan

Chair Greenfield read the legislative hearing procedure into the record and opened the public hearing at 6:05 pm.

Chris Neamtzu, Planning Director, stated the Parks and Recreation Master Plan had been under development for quite some time, and that development process included public engagement at a variety of venues, work sessions between City Council and the Planning Commission, Planning Commission work sessions, and work sessions between the project team and City Council. Both work sessions with Council and the project team were cut short due to too many agenda items, and the Mayor was absent from the most recent work session. City Council had not been afforded the full spectrum of conversation he would expect on such a significant master plan. He believed additional work needed to be completed, and therefore, recommended that the Commission hold the public hearing, take testimony, and continue to a date certain of August 8th to allow the project team to work with City Council to make one more set of revisions and present the Master Plan for final adoption on August 8th.

- He noted additional testimony received that afternoon from Commissioner Springall, indicating he did not believe the Master Plan adequately addressed the City's goals or the Parks and Recreation's vision for the protection of natural resources or promoted the goals of integrated pest management (IPM) per the Bee City Project. The email stated the Master Plan made no mention of IPM at all, nor did it give any significant ink to pesticide reduction in the parks. The project team addressed this issue after hearing similar comments at last

month's work session and would present their revisions tonight.

- In addition, he received an email at 4:15 pm from Kristal Fisher, Co-founder of Nontoxic Wilsonville, raising concerns about synthetic turf fields in parks and providing an abundance of information and links to various studies and positions on the safety of synthetic turf fields. The project team would respond to those concerns as well.

Commissioner Postma confirmed the record could be left open for additional testimony on August 8th.

Mike McCarty, Parks and Recreation Director, thanked the Commission, Staff and other members of the project team. The team met with City Council on Monday night where issues were brought up, but the meeting was cut short, so Council did not have the chance to fully bring their issues forward. The project team wanted to give Council, the Commission, and the public the opportunity to provide more input. The Plan was being developed for 15 or 20 years down the road and he did not want to present something that was not the City's best effort. After the presentation tonight, to receive further comment from the public and the Commission, the record would be left open until August 8th and he hoped the team would continue to receive comments over the next couple of months. Council had a few specific concerns including an inventory of school facilities and pest management. The inventory had been completed and Tod Blankenship was working on the pest management issues. The language currently included in the plan on pest management might not be adequate, so the team would be taking more time to get as much information as possible in the Master Plan to make sure the document would be good for many years.

Tom Beal, GreenPlay, LLC, thanked the Commission and gave a brief overview of his presentation, which would include a description of the planning process, the recurring themes that had been identified, and the project team's recommendations. He presented the Comprehensive Parks and Recreation Master Plan via PowerPoint, with these additional comments:

- The planning process included input from focus group sessions, stakeholder meetings, inventories, and a community needs assessment survey. (Slide 3)
- One purpose of the Master Plan was to serve as an action plan for providing a high level of service during potential rapid growth and demographic data indicated the community would continue to grow over the next five to 30 years.
- The project team responded to a request to include the recommendations in the front of the report, which had been done, and was happy to continue to work with the Planning Commission on the Master Plan's format.
- Each recommendation to meet the four goals of the Master Plan had a set of objectives, and each objective had multiple action plans (Slide 8), so the Master Plan was very detailed. He reviewed the objectives with these additional comments:
 - With regard to Programs, the project team repeatedly heard the community wanted more services and programs, and wanted them to stay affordable. Data on the participation and usage of the City's Park programs could be used to make informed decisions about which growing programs needed more resources and which programs had run their course and should be phased out. There was also a lot of interest in special event programming like farmers markets, community events, and special events, so enhancing the City's special event programming was recommended. (Objective 2.2)
 - Responding to demands and trends would require that the City remain in touch with similar communities to get a sense of trending programs and services to be able to provide facilities that would remain in demand. (Objective 2.3)
 - The City of Wilsonville outsources a lot of staffing in its programs. The Master Plan included recommendations on how to entice service providers to offer more than just feeder programs, which would eventually lead citizens to patronize those local service providers. For example, if the City only offered entry level Tae Kwon Do, people would go to local service providers for levels two, three, and four. (Objective 2.4)
 - Talking with service providers about the importance of keeping programs and services affordable was also recommended (Objective 2.5)

- As far as the Organizational Goal, the Parks Staff was lean and efficient, and the City needed to ensure the Department had enough resources to maintain quality services and programs and not spending time on unproductive matters. (Objective 3.2 and 3.4)
 - The Parks Staff was doing a lot with Facebook, posters, and etc., but no matter how many times something was advertised, someone would argue that no information was provided. (Objective 3.3)
 - The City's Joint Use Agreement (JUA) with the school system could change, as schools were becoming more uncomfortable allowing people to access their facilities. Additionally, if a school's schedule were to change, a City program or event could get cancelled. (Objective 3.5)
 - With regard to Objective 3.10, an additional action item was added to provide details implementing IPM as well as paying attention to the appropriate care of Natural Resources.
 - The Parks Department does not have the space to store equipment and operate as recommended so having Parks Maintenance eventually assume the Public Works facility was recommended. (Objective 3.11)
- He clarified the remaining slides included information previously presented to the Commission. He highlighted the slides regarding the city's population projections and the information regarding public engagement.

Chair Greenfield called for public testimony regarding the Parks and Recreation Master Plan.

Mary Closson, 11692 SW Palermo St, Wilsonville, said she had lived in Wilsonville since 2010, served on the Parks and Recreation Board for four years, and had been a health advocate for more than eight years. Her work as a health advocate included managing a national non-profit with a focus on the maternal, fetal, and infant risks posed by environments toxins. She and Kristal Fisher were members of Nontoxic Wilsonville, an affiliate of Nontoxic Irvine, an organization endorsed by Jane Goodall. The organization's goal was to work with the City and school district leaders to make the health of children and families a priority over weed control. She cited City Council's mission statement, "To protect and enhance Wilsonville's livability by providing quality service, to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage."

- She noted that she and Ms. Fisher were pleased to hear that any kind of forward motion for the Master Plan would be held until August. Wilsonville was a designated Bee City USA community, which she proudly promoted; however, the City allowed toxic pesticides to be sprayed in parks and recreation areas. Nontoxic Wilsonville was particularly concerned about the use of glyphosate, which is found in Roundup, and 2,4-D, the active ingredient in Agent Orange. Those who remember the Vietnam War remember that Agent Orange was applied with abhorrent results to our soldiers and the citizens of Vietnam.
- She read from an article in the April 30, 2018 edition of *The Guardian* titled, [The Weed Killer Roundup Found in Granola and Crackers, Internal FDA Emails Show](#) stating, "US government scientists have detected a weed killer, glyphosate, linked to cancer, in an array of commonly consumed foods. Emails obtained through a Freedom of Information request show calls for testing grew after the International Agency for Research on Cancer (IARC) classified glyphosate as a probable human carcinogen in 2015." The IARC is the scientific research arm of the World Health Organization (WHO). She continued with the article, "A state appeals court on Thursday backed California's listing of the widely used herbicide glyphosate as a possible cause of cancer, and the state's prohibition against discharging it into public water ways." She encouraged the Commission to keep in mind that the applications being used were affecting the plants and potential runoff into streams and the Willamette River.
- She read from an article in the April 19, 2018 edition of *SF Gate*, titled [The State of California Can Label Widely Used Herbicide as Possible Carcinogen](#), stating, "Citing new findings by the IARC, California health officials have added glyphosate to their list of potential carcinogens in July 2017 under Proposition 65." They were saying potential carcinogen, but she did not want to take the risk of Wilsonville's families and children. Proposition 65 was an extremely robust and rigorous list.
- She referred to Objective 3.5 regarding the JUA with the school system and stated that Nontoxic Wilsonville and a representative from Nontoxic Irvine recently presented their concerns to the school board. Last

Monday night, the school board chair told her that the nontoxic approach to school playgrounds and fields would be added to the board's agenda over the summer.

- She noted Objective 3.9 to maintain the Tree City and Bee City USA designations and explained that the Bee City designation sustained pollinators responsible for the reproduction of 90 percent of the world's wild plant species by providing them with a healthy habitat by minimizing the use of pesticides. The Bee City designation only required that the City minimize the use of pesticides. After seeing the list of pesticides currently being used by Parks and Recreation and the Public Works Departments, she had serious concerns about the level of use.
 - The Public Works Department reported that they applied 198 gallons and 988 pounds of pesticides to 22.6 acres in 2017. This was 40 times more pesticide use per acre than in the parks. The areas treated included street medians, planting strips, and rights-of-way along City streets. Bees and birds do not have boundaries, and children and families are able to access many of these areas.
- She requested the Planning Commission, City Council, and Parks Department give serious consideration to adopting the IPM toolbox provided by Nontoxic Irvine, which more than 30 cities across the country had already adopted. She requested the Commission adopt the nontoxic solutions recommended by Chip Osborne and the scientific advisors from Nontoxic Irvine.
- She noted Commissioner Springall had referenced the lack of a reference to the IPM in the Master Plan. She was pleased to see that would be given more attention, but she wanted to see a strong IPM plan implemented as soon as possible.
- She also asked the Commission to provide leadership to ensure the safety of all Wilsonville residents, especially children, by working diligently to become a truly nontoxic Wilsonville. The City of Irvine was the first city in the country to become an organic city. They had 570 acres of community and neighborhood parks and athletic fields, more than 800 acres of public rights-of-way, 70,000 trees, and almost 1.5 million square feet of facilities. Irvine's historically organic driven landscaping policy protected open space reserves, multiple wildlife habitats, children, pets, and families from carcinogens and endocrine disrupting chemical applications. Nontoxic Irvine worked with more than 35 cities across the country, including Eugene and Ashland, and she encouraged the City to get on board.

Kristal Fisher, 11188 SW Barber St, Wilsonville, stated she was not a turf expert, but her mentor, Chip Osborne, was a nationwide turf expert, Chairman of Marblehead, MA Parks and Recreation Department, founder of the Organic Landscape Association, owner of Osborne Organics, and board member of Beyond Pesticides. She was concerned about synthetic turf fields being a top priority in the Master Plan. She noted the Parks and Recreation mission statement stated, ~~their mission was~~ "Recognizing community history, enriching the quality of life and fostering a safe environment, the Wilsonville Parks and Recreation Department shall provide, preserve, maintain, improve, and enhance recreational opportunities, social services, natural resources, and parkland for current and future generations." She was concerned that the City would not be fostering a safe environment by installing synthetic turf fields because they provide so many health risks. Injury rates were 80 percent higher for ACL sprains and 22 percent higher for concussions. Children were exposed to lead as plastic grass fibers break down due to friction from play, wear and tear, and abrasive silica sand. Respiratory problems and lung damage could occur and the particles contain known carcinogens and endocrine disruptors. Even though artificial turf would not have to be mowed, weeds would still grow through it, so weed killer could still be applied. She asked the Commission to choose children's health over more playable hours on synthetic turf.

Distributed to the Planning Commission was a two-page handout comparing Real Grass, Synthetic Turf, and Plant-Based Infill Athletic Fields, later entered into the record as Exhibit 2.

Steve Benson, 8525 SW Wilson Lane, Wilsonville, stated that he and his wife had the first certified Backyard Habitat in Wilsonville, which required that he not use toxic pesticides or herbicides. He used Avenger made with citric acid and Burn Out made with clove oil. He used these products on shiny geranium, which grew from 100 square feet to 1500 square feet in one year. He had seen this weed in many places throughout Wilsonville and the products he used seemed to have it under control. He was not speaking as to whether the City should or

should not use Roundup, but wanted to make sure the City was aware that alternatives to toxic materials were available.

Chair Greenfield:

- Asked about the status of the City's IPM Plan.
 - Mr. Neamtzu stated the Public Works Director, Natural Resources Manager, and Parks Supervisor attended a City Council work session to discuss the City's procedures.
 - Tod Blankenship, Parks Supervisor, reported that the IPM Plan was a requirement of the Bee City USA designation. The City has had an IPM Plan in the Parks for a few years. Natural Resource Manager Kerry Rappold hoped to have the City's IPM complete by June 30th and implemented on July 1st. However, he had not yet seen a complete document. Once a draft was complete, the document would be vetted through the appropriate channels.
 - He believed Sharon from Northwest Alternatives to Pesticides was with the Bee Stewards Program and had some good meetings that included himself, Kerry Rappold, Delora Kerber, the Facilities Supervisor, and key members of his staff, the roads crew, facilities crew, and the landscapers. He believed the Commission would be happy with the document.
- Stated that in light of the adverse publicity Wilsonville received about the bee kill incident, he hoped the City would make good notice of this to the media.

Commissioner Mesbah confirmed that the City of Wilsonville did not have a Sustainability Plan. As issues of environmental resources, preservation, and habitat have come up over the past year or so, the City seemed to have a scatter shot approach to responding to those issues. Parks and Recreation facilities play potentially helpful roles in habitat preservation and sustainability. If pesticides were dumped on parks, they would wash into the river and have adverse impacts. He believed the issues needed to be resolved through a much more coherent, well thought through, overall sustainability plan that dealt with pesticide use, water conservation and quality, habitat preservation and recreation. Many of these issues were the adverse consequences of growth, and Wilsonville was growing. Simply meeting the minimum conditions and requirements would not adequately mitigate the impacts that growth was causing.

- By not having an overall sustainability plan, the City might be missing opportunities that public open space areas provide to undo the adverse impacts. The City could also miss opportunities to find more natural areas as growth occurs where the habitat could be preserved and enhanced. He suggested the City consider a sustainability plan in addition to the Parks Master Plan to resolve many of the issues that have been raised over the last year.

Chair Greenfield stated this was bigger than Wilsonville and suggested considering a plan for the Metro area or at least the county. He confirmed Staff was not aware of any such discussions at Metro.

Commissioner Mesbah believed Metro would have a role. In regional planning, the rubber meets the road at the local level because land use decisions were made locally. Some of the areas being developed should not be developed. The City should provide a framework for preserving certain areas and developing other areas. Parks and open spaces in developed areas should be used to recreate functions lost by that development. He noted he was not sure there was a gap in the Master Plan.

Chair Greenfield questioned who would take the initiative to fill a gap if one did exist.

- Mr. Neamtzu responded anything that would cost money would have to be approved by City Council.

Commissioner Mesbah:

- Suggested the IPM could become the foundation for a sustainability plan, and when the Commission received the plan, they could discuss whether a gap existed.
 - Mr. Beal noted Objective 1.3 included action items to work with other departments to develop an open space preservation policy that identified appropriate types of use and limited the development of

existing open spaces, as well as implementing a natural area management plan, and native plant restoration at sites throughout Wilsonville to complement volunteer efforts. The Parks Staff had recommended those action items, so there was an awareness of that.

- Agreed that was appropriate for the Master Plan, but the Master Plan was not a natural resources plan. He believed Commissioner Springall's comments were more appropriate for a natural resources plan, which Wilsonville did not have.

Commissioner Heberlein stated the Commission had the opportunity to direct the Parks Department to implement some of those best practices and work toward the framework for a natural resources plan. This was an opportunity to say that one goal of the Master Plan was to become pesticide free, that pesticides would be used as a last resort instead of as part of the regular toolbox, or that water conservation was part of the plan.

Commissioner Mesbah agreed, adding that the Master Plan should also be an educational opportunity for homeowners to see how IPM on a lawn or a pollinator garden could be emulated.

Chair Greenfield said he did not believe Action Item 1.3.C directly addressed that concern. It referred to a natural area management plan, which the City did not have. The rest of the action item was more specific, but he believed the Commission needed to think about language that was broader and more directed to this specific concern, which could be addressed by adding Action Item 1.3.D.

Commissioner Millan said she believed Objective 1.3 covered two different concepts and was too broad. Additionally, there was no flow to the Action Items for Objective 1.3. She recommended separating it into two objectives or add action items that would break it down a bit more.

Chair Greenfield agreed. He believed Action Item 1.3.A addressed development issues rather than the preservation and quality of natural resources. This discussion is not about limiting development.

Commissioner Millan added the objective seemed to include two or three different concepts, but the action items did not address them. She was not sure if adding a new action item would capture what she was looking for. She would rewrite the entire objective because it seemed to be about two different concepts. The natural area management plan should be an objective on its own, and the open space preservation plan should be a separate objective, each with the appropriate action items.

Chair Greenfield believed the objective was broad enough.

Mr. Blankenship explained that everything Commissioner Heberlein described was in the IPM Plan, including natural resource areas that were broken down into areas of management. Therefore, the natural area management plan would be called out if the IPM Plan was specifically mentioned in the Master Plan.

Commissioner Heberlein suggested including language about what was in the IPM Plan, so people could see what it meant to the overall management of the Parks system.

- Mr. McCarty agreed that made sense and reminded that he was present to hear concerns and recommendations for the Master Plan, which the project team could make more succinct.
- Mr. Blankenship added that the IPM Plan was derived from five goals, which could be included in the Master Plan.

Chair Greenfield suggested adding Action Item 1.3.D and possibly 1.3.E to capture these concerns and specifically encompass the IPM Plan.

Commissioner Heberlein:

- Recommended that the IPM Plan be an objective on its own.

- Chair Greenfield explained he would put the IPM Plan under Objective 1.3 because the plan was about improving natural area preservation.
- Mr. Beal noted that open spaces might not be used and preserving natural areas meant leaving the area the way it was when it was found. He believed the IPM belonged in Objective 3.10 on maintaining natural resources.
- Questioned whether the IPM Plan should really sit under improving organizational efficiencies. He believed the IPM was more of a philosophy on how to manage the parks in general.
 - Mr. Blankenship believed a well-executed plan was the most efficient plan. He agreed the IPM Plan should be included as a separate objective.

Chair Greenfield:

- Stated there was a clear overlap of Objectives 1.3 and 3.11.
 - Mr. Beal explained the four focus areas of the Master Plan were integrated. It would be difficult to separate facilities from programs because programs need facilities. The way the Department was organized was directed by resources and finances. Additionally, the Department's organization would dictate how program operate.
- Believed the Commissions concerns would be addressed once an IPM became a working document alongside the Master Plan.
 - Commissioner Millan agreed that an IPM Plan was necessary to clear up the issues.
 - Mr. Blankenship added that the City never officially adopted the Portland IPM Plan, which was very thorough. He believed Metro had its own plan separate from Portland Parks and Recreation.

Commissioner Heberlein said he wanted to make sure the City did not lose the public testimony on the Public Works' application of chemicals. It seemed like chemical use might be out of proportion for the areas being treated. He asked if the City could validate that and work with Parks and Recreation to ensure pesticide and chemical applications were consistent among City Departments.

- Mr. Neamtzu responded that there seemed to be enough interest in the IPM Plan that it should return for further discussion by the Commission with Mr. Rappold, Ms. Kerber, and Mr. Blankenship in attendance. He believed the Commission would benefit from hearing the different sides of the City's operations under the umbrella of that document.

Commissioner Postma:

- Stated he was torn on the notion of field turf. Wilsonville was currently suffering from unusable fields because they become mud pits, but he was sensitive to the fact that field turf might not be the solution. Unusable fields were not healthy for the community either and there was a reason turf had become so popular in the area. It was important that the city have places for kids and the community could go to get some exercise.
 - Mr. Beal stated there was a trend towards turf fields. There had been some issues with injuries and cancer, but he believed the industry was aware of those issues and was taking steps to change the situation. Turf companies go out of business frequently, so the City just needed to do its due diligence. Turf fields were made of an underlayment, padding, and carpet. The carpet typically lasted eight years and the underlayment was supposed to last 16 years, but usually, it did not. Many communities install a turf field, but do not clean or maintain it, and use it for 10 or 12 years. He believed turf fields were cost effective because the maintenance was different from a natural field. Turf fields could be used 24/7. There were issues with injuries depending on the sport. Proper footwear was a big problem because many youth go out onto the turf in the same rubber cleats they wore on grass.
 - Mr. McCarty added that it's not just the Oregon rain. Southern California trends also favored synthetic turf because their fields turn to dirt in the summertime.
- Understood there were different reasons for using turf. In southern California, the costs for grass fields did not bear out over time because water was so expensive. He noted Ms. Fisher had asked if the City considered the costs as they amortized over time.

- Mr. Beal confirmed that the costs over time had been considered. When he worked at a university, the turf was replaced three times in 20 years. Replacing the turf cost about \$400,000, but they did not have to mow it on a regular basis and could use it 24 hours a day if they wanted. Grass could not be repeatedly played on for more than a couple of weeks and then the field turned to dirt. The City could study turf fields deeper and find the right turf. He believed Wilsonville had up to eight grass fields that could be replaced by one turf field.
- Ms. Claussen stated research showed synthetic fields needed to be replaced every eight years at a cost of about \$500,000. It was important for tax payers to be aware of the cost because it was significant. The City would have to dispose of a huge amount of synthetic material when it was replaced. She noted many professional athletes refuse to practice on turf fields because of the health risks, injuries, and the toxic material that off gasses, especially in hot temperatures.
- Ms. Fisher added she had sent a lot of information to Mr. Neamtzu, which included a video. She would appreciate the Commission taking the time to review the information. She was sure Mr. Osborne would be happy to reach out and answer any of their questions.
- Explained the Commission had to rely upon on a record, so it was difficult to go watch a video. The Commission must justify its decision based on information in the record. He appreciated, especially as a father that the information had been submitted, but as a body, the Commission needed something more. He encouraged Ms. Fisher to find a different way to present the material.
 - Mr. Beal stated that replacing one turf field every eight years at the cost of \$500,000 could not be compared to maintaining one grass field. It should be compared to maintaining four to eight grass fields because the turf field could be used year-round
 - Ms. Claussen said she would bring information about the health and usage impacts to future meetings.
- Stated the Commission needed real data. He wanted Ms. Claussen to understand why it was difficult for the Commission to base a decision on a YouTube video that was not part of the public record.

Chair Greenfield said he was uncomfortable attempting to adjudicate this at the Planning Commission level; expense was a City Council issue. Scientific judgement about health risks was not part of the Commission's purview. When the City actually considered a proposal for a turf field installation, he believed the Development Review Board (DRB) should review the proposal.

Commissioner Postma noted the system calls upon lay people to listen to experts and data and make a decision, so he believed the Commission was the body responsible for looking at these issues. While City Council controlled the finances, they looked to the Commission to consider a turf field's usability versus its cost over time.

Chair Greenfield agreed, adding the Commission did make judgements between plastic siding and Hardi board.

Mr. Beal added that his firm and others were hired to do a feasibility study to determine whether a city should install one artificial turf field or four grass fields. The study considered the cost of the property and maintenance and any other considerations they were asked to evaluate. The City could get an independent report from a third party.

Mr. McCarty noted there were many different types of synthetic fields.

Mr. Beal stated the same would be true if the City chose grass.

Chair Greenfield suggested the Master Plan include sufficiently specific language that required surfacing to be ecologically and health-wise responsible.

Commissioner Heberlein noted Objective 1.8 on synthetic turf fields had only one Action Item 1.8.A. He suggested adding Action Item 1.8.B stating that any turf fields selected by the City would minimize health issues and other concerns. One type of synthetic turf might be better than another, so the Master Plan should suggest the City

select something known to be good or less worse. He agreed more data would still be needed before deciding that synthetic fields were right for Wilsonville.

Mr. Beal said he understood that his scope was to make a recommendation, not actually study the City's turf situation. His recommendation was that the City conduct a study of field options and develop some conceptual plans.

Commissioner Mesbah believed the recommendation to move to synthetic turf was premature. The recommendation should be to consider all factors.

Commissioner Postma noted the Commission now only had three months to consider that.

Commissioner Mesbah asked if the recommendation needed to be in the Master Plan.

Commissioner Postma stated he would like to see turf recommended in the Master Plan and he believed Council members did as well. The Commission needed to decide whether they felt comfortable making the recommendation to Council based on the information on hand.

Mr. McCarty said if a specific type of turf was stated in the Master Plan, the Plan would have to be changed if a better material was developed in two years.

Commissioner Mesbah confirmed with Commissioner Postma and Mr. Neamtzu that City Council wanted the Commission to pursue turf.

- Mr. Neamtzu added that Councilors who support the consideration of turf might not be aware of some of the issues mentioned at this meeting.

Commissioner Postma explained that the Council looked to the Commission to consider some of the details.

Commissioner Mesbah understood a cost-effective analysis could be done on a specific ball field; however, he did not understand why the City would jump the gun on all of the future developments and say that all fields have to be synthetic before any analysis had been done.

- Mr. Beal clarified that was not what the Master Plan was saying; it recommended that the City consider developing synthetic fields after a study and conceptual plans had been done. Wilsonville had a shortage of rectangle fields and synthetic turf was one way to solve that. Otherwise, the City would need five to eight times as much space for natural fields. Other communities had an abundance of grass fields and each field was open for a month and then closed for a month.

Commissioner Heberlein said Objective 1.8 was worded with a firm expectation of the development of synthetic turf fields, not the consideration of synthetic turf fields. If explicit was not the intent, the objective should be reworded.

Mr. McCarty noted the Memorial Park Master Plan, completed 10 years ago, also called for synthetic turf fields.

Commissioner Postma said he believed the language in the objective was fine, but if the Commission wanted to change it, he recommended the objective say consider the use of turf fields. He was not advocating for a change because he believed Wilsonville needed some synthetic fields. He was sensitive to the issues with turf, but was more sympathetic to Wilsonville's unusable fields and the kids who could not get out and play. Getting kids outdoors in the winter competed with Xbox and that battle was difficult to fight. If the fields were mud, he would not win that fight.

Commissioner Mesbah stated he was sympathetic to that problem, but from what he had heard, he was not sure the solution was synthetic turf.

Chair Greenfield suggested the word “consider” be inserted into the language.

Commissioner Hurley believed the Commission had yet again devolved into creating a specific action plan instead of a master plan. The consultants simply said that the City should pursue turf, not that the City must or shall. The Commission was not considering a contract for turf. A contract was years away because the City did not currently have the money for turf. The Commission already knew from a 10-year old Memorial Park Master Plan and testimony from the Commission and others that kids and adults in Wilsonville could not use parks because it rained for nine months out of the year. The Master Plan was simply recommending that the City consider the possibility of synthetic turf. When the City did get the money in another 10 years, synthetic turf could be very different. And when the City got to that point, due diligence would be done to decide whether to take on replacing a turf field every eight years or buy all the land east of Stafford Rd and turn everything under the power lines into 18 natural fields. Discussing the minutia at this point was a fool’s errand.

Commissioner Millan disagreed, adding that as currently written, the objective clearly stated that the City would develop turf fields.

- Mr. McCarty clarified the objective was just a recommendation. The Master Plan did not state the City had to do it.

Chair Greenfield noted the entire Master Plan was a recommendation.

Commissioner Hurley added that none of the recommendations in the Master Plan could be implemented without a budget and Council approval.

Mr. Beal noted the Master Plan recommended the City look at a community center again. The City recently considered one and it was not successful; that did not mean the community did not express a need for a center. The project team heard the community indicate a need for a community center. Whether the City built one or not was a different thing. The team’s job was to tell the City what the community said.

Chair Greenfield suggested inserting the word “consider”.

Commissioner Postma stated he was happy with the language as is.

Commissioner Mesbah said he would prefer the word consider because a master plan is an outline of the decision-making process. He was disturbed that Memorial Park decided to have synthetic turf when he did not hear that it was studied or that cost effectiveness was considered. If a recommendation was included, it usually became a goal for those who did not want to do the appropriate analysis, which was a disservice to citizenry. Options might be available that the City was not considering. The current language came across as saying turf fields were the solution.

Commissioner Millan agreed the recommendation seemed to state turf was the solution. An objective was something the City would make happen. She was not arguing for or against turf. The Master Plan stated the City would use turf, but the City did not have the money or staff to do that right now. She believed the language should indicate a study would be done.

Steve Benson, Chair, Parks and Recreation Advisory Board, stated lower cost recommendations in the Memorial Park Master Plan were currently being implemented. Installing turf would cost over \$2 million, which would require a vote by the citizens. The Commission would have plenty of debate at that time about the appropriateness regarding the safety of the product.

Mr. Blankenship added that the recommendation for synthetic fields came from the 2007 Master Plan. The Meridian Creek Master Plan, completed in 2009 or 2010, also recommended synthetic fields. The Memorial Park Master Plan was vetted through the public process, which indicated a definite need for synthetic fields. He had an

undergraduate degree and a Master's degree in turf grass specialization, so he had been doing this research for 25+ years. There was a tremendous amount of peer review literature on the contrary of what had been said tonight. Costs would be treated like vehicle or equipment replacement costs. When the surface was purchased, a fund would be created for it. Oregon State University recently completed a study comparing natural to synthetic fields. He believed synthetic turf was included as a recommendation based on the Meridian Creek and Memorial Park Master Plans. There was a general consensus among the City and the citizens that synthetic turf fields were expected.

Mr. Neamtzu added the school district was moving in that direction and already had many synthetic fields and would be installing another soon at Wood Middle School.

Commissioner Heberlein stated knowing the City had been looking at peer reviewed research was very important from his engineering background. Regardless of the topic, it was very easy to find the answers one wanted if one look hard enough. He trusted that the City did their homework and believed synthetic turf was a healthy solution.

Chair Greenfield asked if there was a need to change the language.

Commissioner Mesbah stated he would still like to include the word "consider" so that the Park Department's practice to continue research continued. He hoped the Department would present their research in public meetings before hearing citizens' preferences because the research would educate the public.

Commissioner Millan stated if the word consider was not used, the Master Plan should include some statement around recognizing that additional information would be forthcoming about utilizing the best technology available. The Plan needed a qualifier saying due diligence would be done to show turf was the best thing and there would be no harm. Many times, the City states there would be no harm to doing things, and then five years later, the City realizes it was a harmful thing, so, the Plan should say the City would continue to study the options.

Chair Greenfield recommended language about considering development and exercising due diligence regarding the functional, financial, and health implications.

Commissioner Mesbah said just the word "consider" would be adequate.

Mr. Beal reiterated that the Master Plan was making a recommendation.

Commissioner Heberlein said he was okay with the header text of the objective, but suggested adding an action item indicating the development should include consideration of available technology and health implications. He was okay with the idea of turf fields as long as the City did its due diligence when it went through that process.

Chair Greenfield asked if Staff had received clear direction from the Commission.

Commissioner Millan believed the Commission was closer to getting what she wanted in the Master Plan, which was just ensuring that due diligence was done.

Chair Greenfield stated this was more wordsmithing than the Commission should be doing at this point.

Commissioner Hurley reminded that this was a master plan with recommendations by a consultant. If the Commission wanted to go down the rabbit hole on language for synthetic turf, the Commission should also do the same for play structures, tennis courts, backboards on basketball hoops, nets on the tennis courts, etc. The Master Plan provided general direction for the long haul; otherwise, the Commission would be having this discussion for another six months parsing out details.

Chair Greenfield:

- Asked if another verb was originally in front of the word development in the original Master Plan draft. Development was not similar to coordinate and other verbs in the other items. He asked if there was another verb like consider, or promote, or move toward, etc.
 - Mr. McCarty replied he did not recall the language in the original draft, but noted all of the action items were recommendations. The City would not do everything in the Master Plan because it was just a guideline. Other recommendations did say the City should explore, and the Plan could be changed to state that the City should explore the development of synthetic fields.
- Said the question was whether the item should start with a noun or a verb, specifically development as opposed to develop. Development implied that another verb was originally used there. He was one of two Commissioners uncomfortable with the level of direction, but he was willing to retract and say he was okay with starting the item with the word develop, understanding that the City did its due diligence regarding such matters and always did.

Commissioner Millan was not okay with that. She noted most of the other recommendations used words like provide, develop, look at, and work with; however, the subject objective stated the City would develop turf fields, not explore or look at them.

Chair Greenfield suggested that the Master Plan state, “Develop synthetic turf fields exercising due diligence regarding the functional, financial, and health implications of those fields.”

- Mr. Beal stated his firm wrote the recommendation based on what they heard from the community and what they saw in the inventory. Wilsonville did not have enough fields and the best solution was to develop some synthetic fields. Which fields and which brand was not being recommended. Wilsonville did not have enough land available to create more fields, so the City would have to acquire more land or use the available land for turf, which was why the recommendation was a bit firmer than the others. The City had been looking at this recommendation since 2007.
- Mr. McCarty noted that Action Item 1.1.M stated, “Develop a staffing plan”, not “Consider developing a staffing plan”. Another action item stated, “Develop the Frog Pond West Trail Head Park”, not “Consider developing the trail park”, so the same verbiage was used throughout the Master Plan.

Miranda Bateschell, Planning Manager, reminded that the Commission would see this again because the team would be making changes before the August meeting. Several of the objectives included a description that provided more context into the overall rationale and what would happen when the City pursued that objective. She recommended the team add a description to the objective about turf fields as well that captured this conversation and described the process the City would follow to develop the fields. Instead of wordsmithing, this would allow the team to add a sentence or two that would make everyone happy.

Chair Greenfield stated he would be happy with that. He did not believe this was exactly like the other instances of the word develop as used in other plans. In this instance, the Master Plan was a durable document and there was some possibility that this issue could arise in a legal form in the future. He would like the City to have some cover; therefore, he wanted some reference to exercising due diligence in the future as fields were developed. He believed that was the case anyway, but it would not hurt, but actually help to have it stated in the Plan.

Commissioner Millan asked how the sign design and wayfinding signage plan in Action Item 1.6.B would dovetail into the City’s Signage and Wayfinding Plan.

- Mr. Neamtzu responded the park signage was included in the city-wide Signage and Wayfinding Plan, which would brand the all of City’s buildings and monuments with specific signage, and then each park would also have its own unique sign.

Chair Greenfield:

- Said he was concerned about the absence of any arts in the parks in the Master Plan. He raised this issue at the last meeting. Wilsonville would be remiss in not having some kind of public arts council responsible at the City level for taking account of the need for public art. A Parks Master Plan was one place where such an

account could be taken, and he would be more comfortable if that was inserted before the Plan was approved.

- Commissioner Millan agreed, noting that one of the objectives did mention art as an afterthought, despite art being mentioned several times in the public input and surveys.
- Added that the inventory identified which parks have public art, including Town Center Park. He confirmed that he was referring to environmental and landscape art, not art events.
 - Mr. McCarty noted that Action Item 1.6.A stated explore opportunities to add restrooms, drinking fountains, water filling stations, shade, storage, public art, seating, etc. appropriately at existing facilities.
- Commented that the mention of art along with seating and restrooms was not glamorous. He was looking for something more high profile; a more specific and inclusive mention in the next draft where ever it fit best. Art should have some notice in the Parks Master Plan for the next 10 years.

Commissioner Mesbah added some existing art pieces in the city been obscured and they created opportunities for parklets that give those pieces more prominence.

Chair Greenfield believed art should be included not only in the Parks and Recreation Master Plan, but also in other development plans in the city. He regretted that art had receded from the Commissions attention in the Frog Pond and Coffee Creek Master Plans, but there was still time to include art in the Basalt Creek Plan. Wilsonville can and should provide for this public need in its ongoing development.

Commissioner Hurley:

- Asked if Wilsonville ever had an arts commission.
 - Mr. Neamtzu stated Council had directed some work on that through a City Council goal.
 - Mr. McCarty confirmed the City had hired Taylor and Associates about four months ago to conduct stakeholder meetings and interviews to determine what people want. They had not yet reported to Council.
- Said he was not sure arts should be in the Parks Master Plan because a standalone board or entity would decide on placing and funding art work. A park might be one of those locations, but he did not believe it was appropriate for a Parks Master Plan.

Chair Greenfield clarified the need for the parks to accommodate public art should be mentioned, but not along with seating and restrooms. He would love to see a separate objective under Goal 1.

- Mr. McCarty responded the project team could easily research and look at doing that.

The following exhibits were entered into the record:

- Exhibit 1: Parks & Recreation Master Plan
- Exhibit 2: Two-page handout submitted by Mary Closson, comparing Real Grass, Synthetic Turf, and Plant-Based Infill Athletic Fields.
- Exhibit 3: Eleven-page handout including email and attachments from Kristal Fisher dated May 9, 2018.

Mr. Neamtzu confirmed Commissioner Springall's testimony had been read into the record.

Commissioner Postma moved to continue the hearing to August 8, 2018 date certain, keeping the record open for additional testimony. Commissioner Millan seconded the motion, which passed unanimously.

III. INFORMATIONAL

- A. City Council Action Minutes (April 2 & 16)
- B. 2018 Planning Commission Work Program

Chris Neamtzu reviewed the 2018 Work Program, noting Basalt Creek and the SMART Program Enhancement Strategy would be discussed during a work session in June.

The following Informational item was added to the agenda.

C. SB 1051: Accessory Dwelling Unit Requirements

Amanda Guile-Hinman, Assistant City Attorney, noted the memorandum provided a short description of Senate Bill 1051 passed during the 2017 State Legislative Session requiring that all cities allow Accessory Dwelling Unit (ADUs) within all zones that also allow detached, single-family dwelling units. She and Ms. Bateschell attended a Metro seminar to review the City's Code and determine whether changes needed to be made to comply with State Statutes. Staff did find some deficiencies, so Code changes would be discussed during a work session in June and the public hearing would be scheduled for July.

Chair Greenfield said he recalled seeing in the consultant's report a figure of about 100 new dwelling units in Wilsonville last year and all but two were row houses.

- Staff clarified that the 2017 Housing Report indicated all new units were single-family, and that about 40 percent of those were attached single-family. There was also one ADU.

Commissioner Hurley confirmed that HOA rules would not be subverted by the Senate Bill and that HOAs could prohibit ADUs.

Commissioner Heberlein asked if the Senate Bill would impact required setbacks and those types of things.

- Ms. Bateschell said that would be discussed at the work session because the City must clarify clear and objective standards. Additionally, while the City must specifically allow ADUs, the City was also prohibited from having provisions that made it difficult to add an ADU to a property. The City may or may not need to move some of the setbacks, which would be discussed next month.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 8:17 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant-Planning



PLANNING COMMISSION
WEDNESDAY, JUNE 13, 2018

II. WORK SESSION

- A. Accessory Dwelling Units Code Edits (Pauly) (30 minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: June 13, 2018		Subject: ADU Development Code Amendments	
		Staff Member: Daniel Pauly, Senior Planner Department: Community Development, Planning	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Commission's feedback and discussion will inform the design guidelines and code changes coming before the board next month.	
Staff Recommendation: Staff recommends the Planning Commission provide the requested feedback to inform the project.			
Recommended Language for Motion: NA			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION: On August 15, 2017 Senate Bill 1051 became Oregon law. The new statutes adopted become effective July 1, 2018. The purpose of Senate Bill 1051 is to create more housing in Oregon by removing barriers to development. Among the new statutes is ORS 197.312 requiring at least one accessory dwelling unit (ADU) be allowed per detached single-family dwelling. City legal and planning staff, as well as consultants provided by Metro, reviewed Wilsonville's Development Code to identify any areas needing adjustments to comply with new state law. The effort identified a number of necessary code amendments. The effort further identified additional barriers to ADU construction in Wilsonville. In addition, as is common with this type of project, staff identified a number of related minor amendments and definitions to help

the increase functionality and clarity of the code. Staff requests the Commission provide feedback on the code amendments drafted by staff.

EXECUTIVE SUMMARY: City legal and planning staff reviewed the Development Code for conformance with Senate Bill 1051 as it relates to Accessory Dwelling Units. In addition, a consultant provided by Metro performed an audit of the code. The review identified a few necessary amendments including allowing ADUs for detached dwelling units even if they are not on their own lot, removing subjective “substantially similar architecture” language, and removing any numerical limits to the number of ADUs in the City or an individual neighborhood. The review also took a broader look at potential barriers to ADU development. A very common development code reason not allowing an ADU or other accessory structure is lot coverage requirements. Staff recommends amending the code to allow additional lot coverage to provide enough space to permit the possibility for ADUs. Another common barrier is private covenants and restrictions. While not addressing current private restrictions, staff does recommend code language preventing future subdivisions from having private restrictions on ADUs beyond those commensurate with homes and other accessory structures. Lastly, staff identified a number of related minor amendments and definitions to help increase functionality and clarity of the code. Among these are clarifying regulations on short-term rentals, clarifying square footage limitations and parking requirements for ADUs, and clarifying definitions of different types of dwelling units.

EXPECTED RESULTS: Guidance for staff as they move forward with the project.

TIMELINE: Drafts of the design standards and code changes will be brought back to the Planning Commission on July 11, 2018 for a Public Hearing and recommendation to City Council.

CURRENT YEAR BUDGET IMPACTS: The project uses capacity of current City staff and personnel and other non-financial resources provided by Metro and the State of Oregon.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS: The City will provide broad notice of the Public Hearing to all residential properties.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): The adoption of the code amendments will provide clarity and certainty for property owners in Wilsonville desiring to add an ADU on their property, potentially increasing ADU construction, and thus providing needed housing in the community consistent with state law.

ALTERNATIVES: A number of alternatives exist for the code amendments. The staff will provide their recommendations and reasoning. Feedback on other alternatives from the Planning Commission and public are welcome.

ATTACHMENTS:

Attachment 1: Code Amendment Category List

Attachment 2: Draft Code Amendments to Chapter 4 Wilsonville Code

Attachment 3: Draft Amendments to Old Town Single-Family Design Standards Book

ADU Code Amendment Categories

Referenced in Code Amendment Document

A. Ensure Compliance:

1. Add ADU allowance for each detached dwellings in a scenario with multiple detached dwellings on a single lot. Currently the City's allows for each single-family lot.
2. Remove subjective "match the architecture" standards which are beyond those applied to other structures in the applicable zone. ADUs will be subject to the same architectural standards as homes and other accessory structures in all zones.
3. Remove numeric limits for Canyon Creek Estates included in the Development Code.

B. Further the Intent:

1. Allow for additional lot coverage for ADU's, as lot coverage is the most common barrier to adding additional structures on a property or expanding an existing structure.
2. Prohibit further private restrictions on ADUs in new subdivisions, verified at the time of Final Plat review.

C. Increase Code Function and Clarity:

1. Refine definitions related to ADUs and other dwelling unit types
2. Add definitions defining "Attached Dwelling Unit" and "Detached Dwelling Unit"
3. Remove duplicative definitions and code language
4. Clarify what accessory uses must be on the same lot as the primary use
5. Update definition of "Private Garage" to reflect ADU/garage multi-use structures
6. Define "Habitable Floor Area" to clarify what type of storage is part of an ADU and what type of storage isn't, as this is a common question asked of Planning staff
7. Define "Short-Term Rental" and clarify allowance of short-term rental of ADUs and other residential structures and what type of approval is required.
8. Clarify a number of lists of "accessory buildings and structures" includes ADUs
9. Simplify and clarify language related to maximum floor area for ADUs
10. Simplify and remove unclear/uncertain language for ADU parking, make standard the same for all ADUs, put ADUs in parking table.
11. Clarify ADUs don't count in density calculations
12. Remove language that could be read to require trash vehicle and emergency vehicle access beyond that required by relevant building and fire code and other standards.

Attachment 2

Section 4.001 Definitions.

In addition to the definitions set forth in Section 4.001, below, for the purpose of this Chapter, the following terms are hereby defined. The word "occupy" includes premises designed or intended to be occupied. The word "shall" is always mandatory. All other words shall have the following respective meanings, unless the context otherwise requires:

1. Abutting: See Adjoining.
2. Access, Vehicular: The designed location of ingress and egress, where vehicles enter or leave property.
3. Access, Pedestrian: The designed location of ingress and egress, where pedestrians enter or leave property.
4. Access Control Restriction: A type of access restriction that involves establishing a reserve area adjacent to and paralleling a half street improvement, or across the end of a street that is to be extended in the future, to ensure proper participation by adjoining properties in completion of the required street improvements. See Street, Half. [Amended by Ord. #719, 6/17/13]
5. Access Drive: A private travel lane primarily used as a means of approach for vehicles.
6. Accessory Building or Use: A subordinate building or use, the function of which is clearly incidental to that of the main building or use on the same lot. For non-residential uses, An an accessory use may be located on a lot adjoining that of the main use if approved for this purpose through the Administrative Review procedures of Section 4.030.
7. Accessory Dwelling Unit: A ~~dwelling-Dwelling unit~~ Unit of not more than 800 square feet of Habitable Floor Area ~~accessoryincidental~~ subordinate to another Dwelling Unit. ~~on the same lot as a single family dwelling, and being of substantially the same exterior design as that single family dwelling, whether attached or detached.~~ [Amended by Ord. 677, 3/1/10]
8. Address Overlay Zone: Distinct areas within the Villebois Village Center where additional information is provided for the definition of architectural character and community elements. [Added by Ord. No. 595, 12/5/05.]
9. Adjacent: See adjoining.
10. Adjoining: Contiguous or abutting exclusive of street width. It shall include the terms adjacent, abutting or contiguous.
11. Agriculture: The use of land larger than one acre for the primary purpose of deriving income from growing plants on land including, but not limited to, land used principally for the production of crops, land used for orchards or production of fruit, but not including land used primarily for another use and incidentally for growing plants, crops, or fruit.
12. Alley: A public or private way which includes a roadway used to provide vehicular ingress and egress to the back or side of properties otherwise abutting on a street, private drive, or shared common area. An alley typically has a width of no more than twenty (20) feet.

Commented [PD1]: C4

Commented [PD2]: A2, C1, C3, C4, C6

22. Area of Shallow Flooding: Means a designated AO or AH Zone on the Flood Insurance Rate Map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.
23. Area of Special Flood Hazard: Means the land in the flood plain within a community subject to a one percent or greater chance of flooding in any given year. This is the area subject to a base flood event. Designation on FIRM maps always includes the letters A or V.
24. Artificial Sky Glow. The brightening of the night sky attributable to human made sources of light. [Added by Ord. 649, 6/2/08]
25. Attached Family Dwelling Units: A building or structure designed to house two (2) or more families, whether related to each other or not.
26. Attached Wireless Communication Facility: A wireless communication facility that is affixed to an existing structure, (e.g., an existing building wall or roof, mechanical equipment, or alternative tower structure. [Added by Ord. #479, 5/19/97]
27. Attachment: An antenna or other piece of related equipment affixed to a transmission tower. [Added by Ord. #479, 5/19/97]
- ~~28. Accessory Dwelling Unit: A dwelling unit of not more than 600 square feet on the same lot as a single family dwelling, and being of substantially the same exterior design as that single family dwelling, whether attached or detached.~~
- ~~29-28.~~ Base Flood: Means the flood having a one percent chance of being equaled or exceeded in any given year. Also referred to as the "100-year flood". Designation on FIRM maps always includes the letters A or V.
- ~~30-29.~~ Basement: A portion of a building which has less than one-half (1/2) of its height measured from finished floor to finished ceiling above the average elevation of the adjoining grade. For areas located in a Special Flood Hazard Area, the definition of basement is any area of the building having its floor subgrade (below ground level) on all sides.
- ~~31-30.~~ Bed and Breakfast Home or Boarding House: A building or premises used for the provision of lodging and meals, where not more than five (5) rooms are available for rent.
- ~~32-31.~~ Bikeway: Bikeway is a general term used to describe any type of transportation facility that is designated for use by bicycles in conformance with City standards. Bikeways may or may not be within a public right-of-way and include the following:
 - A. Bike Lane: A bike lane facility is a type of bikeway where a section of the roadway is designated for exclusive bicycle use.
 - B. Recreational Trail: A recreation trail is a type of pedestrian, bicycle, or equestrian facility that is entirely separate from roadways and has unimproved, gravel, or bark dust surface.
 - C. Shared Roadway: A shared roadway facility is a type of bikeway where motorists and cyclists occupy the same roadway area.

Commented [PD3]: C3

building is divided into units by means of masonry division walls, each unit shall be considered separately in calculation for height of building.

46. Candela. The unit of luminous intensity of a lighting source emitted in a given direction. [Added by Ord. 649, 6/2/08]
47. Canopy. A roof-like covering over an area, in or under which a lighting fixture is mounted. [Added by Ord. 649, 6/2/08]
48. Category of Use: Type of use. See Mixed Use.
49. Change of Use: Within the Willamette River Greenway means making a different use of the land or water than that which existed on December 6, 1975. It includes a change which requires construction, alterations of the land, water or other areas outside of the existing buildings or structures and which substantially alters or affects the land or water. It does not include a change of use of a building or other structure which does not substantially alter or affect the land or water upon which it is situated. The sale of property is not in itself considered to be a change of use. An existing open storage area shall be considered to be the same as a building. Landscaping, construction of driveways, modifications of existing structures, or the construction or placement of such subsidiary structures or facilities as are usual and necessary to the use and enjoyment of existing improvements shall not be considered a change of use for the purposes of Sections 4.500.
50. Civic: Relating to, or derived from, a city or citizen.
51. Civic Building or Place: A building or place that functions communally, such as religious, cultural, environmental or educational institutions.
52. Clear Vision Area: A standard for sight lines at intersections of streets, railways, and driveways. See section 4.125.09, Street Improvement Standards.
53. Cluster Housing: Small lot detached single-family dwellings arranged in groups, with a courtyard(s) containing shared green space and a public access sidewalk easement.
54. Commercial: Development having to do with retail, service, commercial recreation, and/or office uses.
55. Common Residential Areas.
 - Areas shared in common by residents of buildings with three or more dwelling units, (i.e. common open space, play areas, trash receptacle areas, “common property” under a subdivision or partition declaration); and
 - Three or more open off-street stripped parking spaces, either abutting or within 10 feet of each other and not separated by a wall or other physical barrier between the two parking spaces, designated or set aside for use by the three or more dwelling units, regardless of whether the parking space is assigned for exclusive use of each dwelling unit or non-exclusively used by three or more dwelling units, and are either commonly owned or were developed for the purpose of serving the parking needs of “multiple dwellings” or multiple attached single-family dwellings, as defined in the Development Code. [Added by Ord. 649, 6/2/08]

85. ~~Duplex: Two dwelling units on a single lot, neither of which meets the definition of an accessory-dwelling unit. A duplex may be detached or attached.~~

Commented [PD4]: C1

86. Dwelling: A building, mobile home, or manufactured home, designed for residential occupancy, but not a house trailer or recreational vehicle.

~~Dwelling Unit: A building or portion thereof providing complete housekeeping facilities for one family, including a kitchen and bathroom, but not a trailer house or other recreational vehicle.~~

Commented [PD5]: Existing language relocated

87. Dwelling Unit, Attached: Any Dwelling Unit (Duplex, Multiple Family, Single Family, or Accessory Dwelling Unit) which shares any common wall with another Dwelling Unit or shares any common wall with a garage, storage area, or other accessory use which shares a common wall with another Dwelling Unit or garage, storage area, or other accessory use which then shares a common wall with another Dwelling Unit.

88. Dwelling Unit, Detached: Any Dwelling Unit (Duplex, Multiple Family, Single Family, or Accessory Dwelling Unit) which shares no common wall with another Dwelling Unit nor shares any common wall with a garage, storage area, or other accessory use which shares a common wall with another Dwelling Unit or garage, storage area, or other accessory use which then shares a common wall with another Dwelling Unit.

Commented [PD6]: C2

~~86. —~~

87-89. Dwelling Unit, Multiple Family: Three or more ~~attached~~-dwelling units located on a single ~~tax~~-lot. In the Village zone, such use also includes stacked flats or townhouses. ~~A multiple dwelling unit may be detached or attached.~~

88-90. Dwelling Unit, Single Family: A dwelling unit designed for occupancy by one family ~~located on its own lot~~. A single-family dwelling may be detached or attached, ~~provided that each such unit is located on its own tax lot. A single family dwelling may also include an accessory dwelling unit, if approved for that use as specified in this Code.~~

Commented [PD7]: C1, C2

Commented [PD8]: C3

~~89-85. Dwelling Unit: A building or portion thereof providing complete housekeeping facilities for one family, including a kitchen and bathroom, but not a trailer house or other recreational vehicle.~~

90-91. Encroachment Area: See Section 4.139.00

91-92. Equipment Enclosures: A small structure, shelter, cabinet or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning and emergency generators. [Added by Ord. #479, 5/19/97]

93. Essential Government Services. Services and facilities provided by a governmental unit, that are basis and inherent to the public health and welfare including, but not limited to, fire, police, water, sewer, transportation, emergency communication, and education, and governmental services and facilities in support thereof. [Added by Ord. 545, 8/19/02]

~~92. —~~

93-94. Exempt tree or vegetation: As used in the solar access provisions of this Code, the terms “exempt tree or exempt vegetation” refer to the full height and breadth of vegetation that has been identified by the City as “solar friendly,” and any vegetation listed as exempt on a plat, a document recorded with the plat, or a solar access permit.

94-95. Existing Manufactured Home Park or Subdivision: A manufactured home park

subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the adopted floodplain management regulations. [Added by Ord. # 647, 4/21/08]

95-96. Exterior Display: The outdoor exhibit of merchandise by a retail merchant.

96-97. Façade: The exterior wall or elevation of a building. [Added by Ord. 649, 6/2/08]

97-98. Family: One or two persons with or without their direct descendants and adopted children (and including domestic employees thereof) together with not more than five

(5) persons not so related, living together in a room or rooms comprising a single housekeeping unit. Every additional group of five (5) or fewer persons living in such housekeeping unit shall be considered a separate family. For housing developed to implement ORS 426.508 or under the Fair Housing Amendments Act of 1988, family shall mean all persons living in a dwelling unit, regardless of relationship.

113. Garage, private: An accessory building, or portion thereof, or portion of a main building used for the parking or temporary storage of vehicles ~~owned or used by occupants of the main building.~~

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114. Glare: Light that causes visual discomfort or disability, and the wattage and/or light distribution is excessive for the purposes for which the illumination is necessary. [Added by Ord. 649, 6/2/08]

115. Grocery Store: A retail business that sells food and household sundries.

116. Grocery Store, Specialty: A retail business that sells specialty food and specialty household sundries.

117. Habitable floor: Any floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes is not a "habitable floor".

117-118. Habitable floor area: The area of a Dwelling Unit usable for living purposes, which includes areas for eating, sleeping, cooking, recreation, and similar activities. Storage areas with interior access from such areas are included in Habitable Floor Area. Storage areas without interior access from such areas is not included in Habitable Floor Area. A Garage is not considered a storage area for the purpose of this definition.

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118-119. Habitat-Friendly Development: A method of developing property that protects our natural resources as we grow and focuses on land development and site design that mimic natural processes. Examples include clustering development to avoid habitat, minimizing tree removal and root disturbance, managing storm water on-site to help filter rainwater and recharge groundwater sources, and, where feasible, reducing the amount of impervious surface created by development. [Added by Ord. # 674 11/16/09]

119-120. Hardscape: Permanent improvements to a site, including but not limited to, parking lots, driveways, streets, plazas, sidewalks, walkways, bikeways, abutments, stairs, ramps, and architectural features, such as fountains and sculptures. [Added by Ord. 649, 6/2/08]

120-121. Hearing Body: The City Council, the Development Review Board, or the Planning Commission having the authority to review an application assigned by Section 4.031, Section 4.032, and Section 4.033.

121-122. Heritage Tree: A tree that, due to age, size, species, quality or historic association, is considered of landmark importance to the community and has been designated as such by the City Council.

122-123. Home Business: A business operating from a dwelling unit that does not meet the definition of a "Home Occupation" listed below, and for which a conditional use permit has been issued by the City. A Home Business includes Short-Term Rental of a Dwelling Unit or portion thereof where the operator does not live on the same lot.

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123-124. Home Occupation: "Home Occupation" means an occupation, profession, or craft, which is customarily incidental to or carried on in a dwelling place or premises and not one in which the use of the premises as a dwelling place is largely incidental to the business use. A home occupation is carried on by an immediate member of the family residing within the dwelling place. A home occupation shall require no structural alteration or changes to the exterior of the dwelling, and shall include no display of merchandise on the premises which can be seen from the exterior of the dwelling. Any instruction shall be limited to one pupil at a time. Noise, odor, smoke, gases, fallout, vibration, heat or glare resulting from the use shall not be of the intensity as to be detected outside of the containing structure. Traffic and parking are to be such as to give no outward appearance that a business is being conducted on the premises. A Home Occupation includes a Short-Term Rental where the operator of the Short-Term Rental lives on the same lot.

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- 124. Hospital: A building or premises providing in-patient services that is used for human medical or surgical treatment.
- 125. Hospital, Animal: A building or premises for the medical or surgical treatment of domestic animals or pets, including dog, cat and veterinary hospitals.
- 126. Hotel, Motel, or Overnight Lodging Facility: A building which is designed or used to offer lodging, with or without meals, for compensation, for six (6) or more people.
- 127. House Side Shield: For fully shielded luminaires only, an internal shield designed and installed by the luminaire manufacturer that significantly attenuates candlepower in the back photometric hemisphere at all angles greater than 30 degrees relative to nadir. [Added by Ord. 649, 6/2/08]
- 128. Human Occupancy: For purposes of Section 4.172(.02)(C).(4.), any structure usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof, is considered to be for human occupancy. A structure used only for storage purposes is not for "human occupancy." [Added by Ordinance No. 538, 2/21/02.]
- 129. IESNA: The Illuminating Engineering Society of North America (see www.iesna.com). [Added by Ord. 649, 6/2/08]
- 130. Impact Area: See Section 4.139.00
- 131. Impervious Area: An area with minimal infiltration of surface water into the underlying soil and shall include pavement (including but not limited to concrete or asphaltic concrete surfaces), gravel roads, structures, roadways, and roofs.
- 132. Intensification of Use: Within the Willamette River Greenway means any additions which increase or expand the area or amount of an existing use, or the level of activity. Remodeling of the exterior of a structure not excluded below is an intensification when it will substantially alter the appearance of the structure. Maintenance and repair usual and necessary for the continuance of an existing use is not an intensification of use.

Reasonable emergency procedures necessary for the safety or the protection of property are not an intensification of use. Residential use of land within the Greenway includes the practices and activities customarily related to the use and enjoyment of one's home. Landscaping, construction of driveways, modification of existing structures or construction or placement of such subsidiary structures or facilities, including Accessory Dwelling Units, adjacent to the residence as are usual and necessary to such use and enjoyment shall not be considered an intensification for the purposes of this Code. Seasonal increases in gravel operations shall not be considered an intensification of use.

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133. Kennel: Any lot or premises on which four (4) or more dogs, more than four (4) months of age, are kept for boarding, breeding or sales.
134. Landscaping: The term "landscaping" includes trees, grass, shrubs, flowers, water features, and garden areas, and the arrangement of paths, walkways, fountains, patios, decks, fencing, street furniture and ornamental concrete or stonework areas, earth forms such as grading, mounding and contours. The use of pervious materials is

~~273.~~ Short-Term Rental: A Dwelling Unit or portion thereof subject to a lease term, rental agreement, or similar agreement either directly or through a professional vacation rental-company or similar less than monthly, generally daily or weekly.

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~~273-274.~~ Solar access permit: A document issued by the city that describes the maximum height that non-exempt vegetation is allowed to grow on lots to which a solar access permit applies.

~~274-275.~~ Solar feature: A device or combination of devices or elements that does or will use direct sunlight as a source of energy for such purposes as heating or cooling of a structure, heating or pumping of water, and generating electricity. Examples of a solar feature include a window or windows that contain(s) at least 20 square feet of glazing oriented within 45 degrees east and west of true south, a solar greenhouse, or a solar hot water heater. A solar feature may be used for purposes in addition to collecting solar energy, including but not limited to serving as a structural member or part of a roof, wall, or window. A south-facing wall without windows and without other features that use solar energy is not a solar feature for purposes of this Section.

~~275-276.~~ Solar gain line: A line parallel to the northern property line(s) of the lot(s) south of and adjoining a given lot, including lots separated only by a street, that intersects the solar feature on that lot (see Figure 8: Solar Gain Line in Section 4.137).

~~276-277.~~ Source Separated Recyclables: Recyclable materials designated "principle recyclable materials" by the Oregon Environmental Quality Commission under ORS 495A.025 with the exception of yard debris, as well as other source-separated recyclables that may be designated by local ordinance or regulation. [Amended by Ord. #426– 4/1/94]

~~277-278.~~ South or South facing: True south, or 20 degrees east of magnetic south.

~~278-279.~~ Special Flood Hazard Area: Means an area having special flood, mudslide (i.e., mudflow), and/or flood-related erosion hazards, and shown on an FHBM or FIRM as zone A, AO, AE, AH, VE, or V. [Amended by Ord. # 647, 4/21/08; Ord. 686, 11/1/10]

~~279-280.~~ Specific Area Plan (SAP): A plan with a series of detailed components covering one of the five distinct areas of the Villebois Village Master Plan. These plans provide a higher level of analysis and detail than the Villebois Village Master Plan.

~~280-281.~~ Stacked Flats: Two or more single-level dwelling units, the second arranged above the first, etc.

~~281-282.~~ Start of Construction: Includes substantial improvement, and means the date the building permit was issued provided the actual start of construction, repair, reconstruction, placement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building. [Added by Ord. # 647, 4/21/08; amended by Ord. 686, 11/1/10]

Section 4.113. Standards Applying To Residential Developments In Any Zone.

(.11) Accessory Dwelling Units.

A. ~~Accessory Dwelling Units, developed on the same lot as the detached or attached single family dwelling to which it is accessory, shall be permitted outright, subject to the standards and requirements of this Section. are permitted outright subject to the standards and requirements of this Subsection.~~

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B. Standards

1. Number Allowed

a. For Detached Dwellings Units and Attached Single-Family Dwelling Units: One per Dwelling Unit.

b. For all other Attached Dwelling Units. None.

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2. Maximum Floor Area: per definition in Section 4.001, 800 square feet of Habitable Floor Area. Per Subsection 4.138 (.04) C. 1., in the Old Town Overlay Zone maximum is 600 square feet. One Accessory Dwelling Unit per lot shall be no greater than 800 square feet with not more than two bedrooms, unless the size and density of ADUs are otherwise provided in an adopted Neighborhood Plan or Stage II Development Plans. Larger units shall be subject to standards applied to duplex housing.

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~~1-3. Accessory Dwellings Units shall be on the same lot as the Dwelling Unit to which they are subordinate.~~

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~~2-4. Accessory Dwelling Units may be either attached or detached, but are subject to all zone standards for setbacks, and height, and lot coverage, unless those requirements are specifically waived through the Planned Development waiver or Variance approval processes. Accessory Dwelling Units are not subject to lot coverage requirements.~~

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~~3. This Section applies to residential developments in PD-R, R, RA-H, or Village zones.~~

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~~4-5. Where an Accessory Dwelling Unit is proposed to be added to an existing residence and no discretionary land use approval is being sought (e.g., Planned Development approval, Conditional Use Permit approval, etc.) the application shall require the approval of a Class I Administrative Review permit. Application for duplex construction shall be subject to the density standards of the zone in which it is located, or as otherwise provided in a Neighborhood Plan or Stage II/Final Development Plan.~~

~~5-6. Authorization to develop Accessory Dwelling Units does not waive Building Code requirements. Increased firewalls or~~

building separation may be required as a means of assuring adequate fire separation from one unit to the next. Applicants are encouraged to contact, and work closely with, the Building Division of the City's Community Development Department to assure that Building Code requirements are adequately addressed.

~~6. The Accessory Dwelling Unit must be of substantially the same exterior design and architecture (i.e. siding, windows, doors and roofing materials) as the primary dwelling unit on the property.~~

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~~7. Parking:~~

~~Each Accessory Dwelling Unit shall have one standard sized parking space on the same lot.~~

~~Where an off-street parking space is not available to serve the ADU, on-street parking may be considered to satisfy/satisfies this requirement if all of the following are present:~~

~~i. On-street parking exists along the frontage of the lot, or within 100' of the front lot line of the lot.~~

~~ii. No more than 25% of the lots in a block will have ADUs.~~

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~~8.7. Each Accessory Dwelling Unit shall provide complete, independent permanent facilities for living, sleeping, eating, cooking, bathing and sanitation purposes, and shall have its own separate secure entrance.~~

~~8. Each Accessory Dwelling Unit must be accessible by street or driveway to fire and emergency vehicles, and for trash pick-up.~~

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~~9. Accessory Dwelling Units may be Short-Term Rentals, but the owner/local operator must maintain an active business license with the City of Wilsonville for a Short-Term Rental business and pay all applicable lodging and other taxes.~~

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~~C. Neighborhood Density and Size Standards.~~

~~1. Canyon Creek Estates — up to 12 ADUs as per Resolution No. 95PC16.~~

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~~C. Prohibition on Additional Private Restrictions on ADU's~~

~~1. Residential plats or subdivisions submitted for final plat approval after October 1, 2018 shall not restrict Accessory Dwelling Units to a greater extent than the City's Development Code in place at the time of final plat submittal except that restrictions on building materials and finishes can be commensurate with requirements for other accessory structures. The allowance of Accessory Dwelling Units shall be acknowledged in clear language on the plat or other document recorded with the plat to which the plat is subject (i.e. CC&R's).~~

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[Section 4.133(11) amended by Ord. 677, 3/1/10]

(.12) Reduced Setback Agreements. The following procedure has been created to allow the owners of contiguous residential properties to reduce the building setbacks that would typically be required between those

properties, or to allow for neighbors to voluntarily waive the solar access provisions of Section 4.137. Setbacks can be reduced to zero through the procedures outlined in this subsection.

A. Examples

1. First example: the owner of one house is allowed to build to the sideyard property line, with no setback, provided that the owner of the neighboring property agrees and that the agreements of both owners are recorded with the deed records for those properties.

Section 4.120. Zones. RA-H Residential Agricultural - Holding Zone.

(.01) Purpose. It is the purpose of this zone to serve as a holding zone to preserve the future urban level development potential as undeveloped property designated for more intensive development. This zone has been applied to all urbanizable properties within the city which are planned for development and which have not previously received development approval in accordance with the Comprehensive Plan.

(.02) Uses Permitted Outright:

- A. One single-family dwelling, with not more than one ~~accessory~~ Accessory dwelling Dwelling unit Unit per lot. Where the Comprehensive Plan calls for future non-residential zoning of the site, the building permit for any proposed residential development shall not be granted until a statement has been recorded applying to the title of the subject property, notifying any potential buyer that future development in the area is expected to be non-residential.
- B. Except for existing lots of record of less than two acres, recorded prior to the effective date of this Code, partitioning or subdivision of properties designated for development shall only be considered in conjunction with or following a zone change in conformance with the Comprehensive Plan. Said zoning shall confirm the adequate provision of public facilities and the protection of future urban development potentials.
- C. If the proposed development is for a less intensive interim density consisting of large lots, a pre-plat and Site Plan review shall be required that provides for future development of the property in accordance with the uses and densities shown in the Comprehensive Plan. Said plat shall be filed on the City's Lien Docket as an obligation toward the property, together with an agreement of non-remonstrance towards the formation of any local improvement district which may serve the subject site.
- D. For properties designated in the City's Comprehensive Plan for nonresidential use, the intensity of use shall be restricted to activities which do not require construction of a permanent structure and which will not tend to restrict, obstruct, or adversely affect the future development of the property for its designated use. Except, however, that the development of a single-family dwelling shall be permitted as specified in subsection (.02), above.
- E. Temporary structures or uses, subject to the procedures for temporary uses set forth in Section 4.163.
- F. Agriculture, horticulture, greenhouses, nurseries (provided that any commercial sales of products shall require the approval of a conditional use permit), timber growing, grazing, and the small scale raising of livestock and animals.
- G. Public parks, playgrounds, recreational and community buildings and grounds, public golf courses, tennis courts, and similar recreational uses, all of a non-

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commercial nature. Any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot in a residential or RA-H district.

H. Accessory Uses Permitted:

1. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal uses permitted located on the same lot therewith.
2. Home occupations.
3. Signs, subject to the provisions of Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

(.03) Uses Permitted Subject to receiving approval of a Conditional Use Permit:

- A. Private parks, municipal and government buildings, public utilities, public information centers, semi-public buildings of a non-commercial nature, churches, attached family dwelling units limited to two (2) family maximum, public, private, and parochial schools as provided in Section 4.184 when approved by the Development Review Board at a Public Hearing as provided in Section 4.013.
- B. Roadside stands when located on the same property as the principal uses, selling only those products that are produced on the same property on which the stand is located, or on adjacent property.

(.04) Dimensional Standards:

- A. Minimum Lot Size: 30,000 square feet.
- B. Minimum Front and Rear Yard Setbacks: Thirty (30) feet. Minimum Side Yard Setback: Ten (10) feet.
 1. Legal, non-conforming RA-H lots in the Old Town Overlay Zone shall have the following setbacks:
 - a. Front: Ten (10) feet for single family dwellings, for all other uses: none;
 - b. Rear: Fifteen (15) feet;
 - c. Side: Five (5) feet.
 2. Minimum setback for residential garage or carport: At least five (5) feet behind the front of the nearest residential unit on the property. In no case shall the front of a garage or carport be located less than twenty (20) feet behind a sidewalk or a public right-of-way providing access to that garage or carport. Except, however, in the case of an alley where garages or carports are located within five (5) feet of the property line adjoining the alley. [Amended by Ord. 682, 9/9/10]
- C. Minimum Street Frontage: Seventy-five (75) feet. A reduced street frontage may be approved, based on a finding that the proposed lot frontage will not hinder the future development of the site to densities proposed in the Comprehensive Plan.

Section 4.122. Residential Zone.

- (.01) Purpose: The purpose of this zone is to provide for standards and a simplified review process for small-scale urban low and medium density residential development. Developments in the 'R' zone are not intended to be Planned Developments.
- (.02) Residential Densities: Residential densities shall be governed by the density range designated by the City of Wilsonville Comprehensive Plan.
- (.03) Lot Size Qualifications:
 - A. The owner or the owner's authorized agent shall not hold or cause to be held any interest in any adjacent property with the intent to avoid PDR regulations.
 - B. The lot or any part thereof shall not be an identified area of special concern as defined in the Comprehensive Plan.
 - C. The development area must be two (2) acres or less in size. Development of larger properties shall be reviewed through planned development procedures.
 - D. Not more than thirty percent (30%) of the lot shall be covered by buildings.
- (.04) Principal Uses Permitted:
 - A. Single-Family Dwelling Units.
 - B. ~~Attached Family Dwelling Units, Duplexes.~~
 - C. ~~Apartments~~Multiple Family Dwelling Units.
 - D. Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature. Any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot in a residential or RA-H zone.
 - E. Manufactured homes. [Note: Section 4.115 Standards Applying to Manufactured Housing in All Zones Where Manufactured Housing is Permitted deleted per by Ord. 538, 2/21/02.]
- (.05) Accessory Uses Permitted to Single Family Dwellings:
 - A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, including Accessory Dwelling Units subject to the standards of Subsection 4.113 (.11), located on the same lot therewith.
 - B. Home occupations.
 - C. A private garage or parking area.
 - D. Temporary real estate signs, small announcement or professional signs, and subdivision signs, as provided in Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10. [Amended by Ord. No. 704, 6/18/12]
 - E. Temporary buildings for uses incidental to construction work, which buildings shall be removed immediately upon completion or abandonment of the

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construction work. In no case shall such buildings remain on the premises longer than ten (10) days after the receipt of a Certificate of Occupancy or the expiration of construction permits.

F. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses are detached and located behind the rear most line of the main buildings, at least one-half (1/2) of the side yard setback. In no case shall a setback less than three (3) feet be permitted unless a Reduced Setback Agreement has been approved and properly recorded, as provided in Section 4.113.

G. Livestock and farm animals shall be permitted subject to the provisions of Section 4.162.

(.06) Accessory Uses Permitted for ~~Attached Family Dwelling Units and Apartments~~Duplexes and Multiple-Family Dwelling Units:

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A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, including Accessory Dwelling Units subject to the standards of Subsection 4.113 (.11), located on the same lot therewith.

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B. Home occupations.

C. A private garage or parking area.

D. Temporary buildings for uses incidental to construction work, which buildings shall be removed immediately upon completion or abandonment of the construction work. In no case shall such buildings remain on the premises longer than ten (10) days after the receipt of a Certificate of Occupancy or the expiration of construction permits.

E. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses are detached and located behind the rear most line of the main building, at least one-half (1/2) of the side yard setback is required.

F. Livestock and farm animals shall be permitted, subject to the provisions of Section 4.162.

(.07) Other Standards:

A. Minimum lot width at building line: Sixty (60) feet.

B. Minimum street frontage of lot: Thirty (30) feet; however, no street frontage is required when the lot fronts on an approved, platted private drive.

C. Minimum lot size: 5000 square feet.

D. Minimum lot depth: Seventy (70) feet.

E. Maximum building or structure height: Thirty-five (35) feet.

F. Maximum lot coverage: Twenty percent (20%) for ~~all residential~~primary dwelling units; thirty percent (30%) for all buildings ~~except Accessory Dwelling Units. Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage.~~

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G. Block and access standards:

1. Maximum block perimeter in new land divisions: 1,800 feet.
2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard.
3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.

[Section 4.122(.07) amended by Ord. 538, 2/21/02; Ord 682, 9/9/10.]

Section 4.124. Standards Applying To All Planned Development Residential Zones.

(.01) Examples of principal uses that are typically permitted:

- A. Open Space.
- B. Single-Family Dwelling Units.

C. Duplexes.

~~C.D.~~ Multiple-Family Dwelling Units, subject to the density standards of the zone.

~~D.E.~~ Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.

~~E.F.~~ Manufactured homes, subject to the standards of Section 4.115 (Manufactured Housing).

(.02) Permitted accessory uses to ~~single Single family Family dwelling Dwelling Units:~~

- A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.
- B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.
- C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).
- D. Home occupations.
- E. A private garage or parking area.
- F. Keeping of not more than two (2) roomers or boarders by a resident family.
- G. Temporary real estate signs, small announcement or professional signs, and subdivision signs, as provided in the provisions of Sections 4.156.05, 4.156.07, 4.156.09, and 4.156.10. [Amended by Ord. No. 704, 6/18/12]
- H. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
- I. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.
- J. Livestock and farm animals, subject to the provisions of Section 4.162.

(.03) Permitted accessory uses for ~~duplexes and multiple-family dwelling units:~~

- A. Accessory uses, buildings, and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.

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- B. Home occupations.
- C. A private garage or parking area.
- D. Accessory Dwelling Units subject to the standards of Subsection 4.113 (.11). Allowed only for Detached Duplexes and Detached Multiple Family Dwelling Units.
- ~~D.E.~~ Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
- ~~E.F.~~ Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.
- ~~F.G.~~ Livestock and farm animals, subject to the provisions of Section

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4.162. (.04) Uses permitted subject to Conditional Use Permit requirements:

- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.
- B. Public or private clubs, lodges or meeting halls. Public or private parks, playground, golf courses, driving ranges, tennis clubs, community centers and similar recreational uses.
- C. Churches, public, private and parochial schools, public libraries and public museums.
- D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents, and not requiring a zone change to a commercial designation:
 - 1. The site of a Neighborhood Commercial Center was proposed at the time of the original application.
 - 2. Such centers are of a scale compatible with the surrounding residential structures.
 - 3. Such centers shall be compatible with the surrounding residential uses.
 - 4. The site of a Neighborhood Commercial Center shall be at least one-quarter (1/4) mile from any other sites zoned for commercial uses.
 - 5. The site of a Neighborhood Commercial Center shall not exceed five percent (5%) of the total area or one (1) acre, whichever is less.
 - 6. The site of a Neighborhood Commercial Center shall have direct access to a street of a collector classification and shall have direct pedestrian access to the residential areas.
 - 7. The site of a Neighborhood Commercial Center shall not include more than one quadrant of an intersection and shall not result in traffic of a nature which causes a substantial adverse impact on the residential character of the planned development.

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E. Commercial Recreation which is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts shall conform to the requirements of subsection "D" (Neighborhood Commercial Centers), above.

(.05) Appropriate PDR zone based on Comprehensive Plan Density:

Comprehensive Plan Density	Zoning District
0-1 u/acre	PDR-1
2-3 u/acre	PDR-2
4-5 u/acre	PDR-3
6-7 u/acre	PDR-4
10-12 u/acre	PDR-5
16-20 u/acre	PDR-6
20 + u/acre	PDR-7

Table 1: PDR Zone based on Comprehensive Plan Density

[Section 4.124(.05) amended by Ordinance No. 538, 2/21/02.]

(.06) Block and access standards:

1. Maximum block perimeter in new land divisions: 1,800 feet.
2. Maximum spacing between streets or private drives for local access: 530 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent street extensions meeting this standard. [Amended by Ord. 682, 9/9/10]
3. Maximum block length without pedestrian and bicycle crossing: 330 feet, unless waived by the Development Review Board upon finding that barriers such as railroads, freeways, existing buildings, topographic variations, or designated Significant Resource Overlay Zone areas will prevent pedestrian and bicycle facility extensions meeting this standard.

[Section 4.124(.06) amended by Ordinance No. 538, 2/21/02.]

(.07) Signs. Per the requirements of Sections 4.156.01 through 4.156.11. [Amended by Ord. No. 704, 6/18/12]

(.08) Parking. Per the requirements of Section 4.155.

(.09) Corner Vision Clearance. Per the requirements of Section 4.177.

Section 4.124.1. PDR-1:

The following standards shall apply in PDR-1 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

2015 Development Code

- (.01) Average lot size: 30,000 square feet.
- (.02) Minimum lot size: 25,000 square feet.
- (.03) Minimum density at build out: One unit per 37,500 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Eighty (80) feet.
 - B. Minimum street frontage of lot: Eighty (80) feet.
 - C. Minimum lot depth: One hundred (100) feet.
 - D. Setbacks: per Section 4.113(.03)
 - E. Maximum building or structure height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Twenty percent (20%) for all residential primary dwelling units; twenty-five percent (25%) for all buildings except Accessory Dwelling Units. Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage.
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. Ten single-family dwellings (with or without accessory dwelling units) on individual lots, or
 - B. Fourteen dwelling units (any combination of multiple family or single family units with or without accessory dwelling units).

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Section 4.124.2. PDR-2:

The following standards shall apply in PDR-2 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

- (.01) Average lot size: 16,000 square feet.
- (.02) Minimum lot size: 12,000 square feet.
- (.03) Minimum density at build out: One unit per 20,000 square feet.
- (.04) Other Standards:
 - A. Minimum lot width at building line: Sixty (60) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet; however, no street frontage is required when the lot fronts on an approved, platted private drive. [Amended by Ord. 682, 9/9/10]
 - C. Minimum lot depth: Seventy (70) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum building or structure height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Twenty-five percent (25%) for all residential primary dwelling units; thirty percent (30%) for all buildings except Accessory Dwelling Units. Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage.
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):

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- A. Twenty single-family dwellings (with or without accessory dwelling units) on individual lots, or
- B. Twenty-nine dwelling units (any combination of multiple family or single family units with or without accessory dwelling units).

Section 4.124.3. PDR-3:

The following standards shall apply in PDR-3 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

- (.01) Average lot size: 7,000 square feet.
- (.02) Minimum lot size: 5,000 square feet.
- (.03) Minimum density at build out: One unit per 8,000 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Forty (40) feet.
 - B. Minimum street frontage of lot: Forty (40) feet; however, street frontage may be reduced to twenty-four (24) feet when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive. [Amended by Ord. 682, 9/9/10]
 - C. Minimum lot depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum building or structure height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Fifty percent (50%) for lots containing less than 7000 square feet. Forty-five percent (45%) for lots between 7000 and 8000 square feet. Forty percent (40%) for lots exceeding 8000 square feet. Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage.
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. Fifty-four single-family dwellings (with or without accessory dwelling units) on individual lots, or
 - B. Sixty-two dwelling units (any combination of multiple-family or single-family units with or without accessory dwelling units).

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Section 4.124.4. PDR-4:

The following standards shall apply in PDR-4 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

- (.01) Average lot size: 5,000 square feet.
- (.02) Minimum lot size: 4,000 square feet.
- (.03) Minimum density at build out: One unit per 6,000 square feet.
- (.04) Other standards:

2015 Development Code

- A. Minimum lot width at building line: Thirty-five (35) feet.
- B. Minimum street frontage of lot: Thirty-five (35) feet; however, street frontage may be reduced to twenty-four (24) feet when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive. [Amended by Ord. 682, 9/9/10]
- C. Minimum lot depth: Sixty (60) feet.
- D. Setbacks: per Section 4.113(.03).
- E. Maximum building height: Thirty-five (35) feet.
- F. Maximum lot coverage: Seventy-five percent (75%) for all buildings except Accessory Dwelling Units, Eight-five percent (85%) for all buildings including Accessory Dwelling Units.

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- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. Seventy-two single-family dwellings (with or without accessory dwelling units) on individual lots, or
 - B. Eighty-seven dwelling units (any combination of multiple family or single family units with or without accessory dwelling units).

Section 4.124.5. PDR-5:

The following standards shall apply in PDR-5 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

- (.01) Average lot area per unit: 3,000 square feet.
- (.02) Minimum lot size: 2,500 square feet.
- (.03) Minimum density at build out: One unit per 4,000 square feet.
- (.04) Other Standards:
 - A. Minimum lot width at building line: Thirty (30) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet.
 - C. Minimum Lot Depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Seventy-five percent (75%) for all buildings except Accessory Dwelling Units, Eight-five percent (85%) for all buildings including Accessory Dwelling Units.

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- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. 108 town-house units on individual lots, or
 - B. 145 dwelling units (any combination of multiple-family or single-family units).

Section 4.124.6. PDR-6:

The following standards shall apply in PDR-6 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

2015 Development Code

- (.01) Average lot area per unit: 2,000 to 2,500 square feet.
- (.02) Minimum lot size: None.
- (.03) Minimum density at build out: One unit per 2,500 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Thirty (30) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet.
 - C. Minimum lot depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Seventy-five percent (75%) for all buildings- ~~except Accessory Dwelling Units. Eight-five percent (85%) for all buildings including Accessory Dwelling Units.~~
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. 174 condominium units, or
 - B. 217 multiple family-units.

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Section 4.124.7. PDR-7:

The following standards shall apply in PDR-7 zones. It should be noted that lot size requirements do not specify the number of units that may be constructed per lot:

- (.01) Average lot area per unit: 2,000 square feet.
- (.02) Minimum lot size: 1,500 square feet.
- (.03) Minimum density at build out: One unit per 2,400 square feet.
- (.04) Other standards:
 - A. Minimum lot width at building line: Thirty (30) feet.
 - B. Minimum street frontage of lot: Thirty (30) feet.
 - C. Minimum lot depth: Sixty (60) feet.
 - D. Setbacks: per Section 4.113(.03).
 - E. Maximum building height: Thirty-five (35) feet.
 - F. Maximum lot coverage: Seventy-five percent (75%) for all buildings ~~except Accessory Dwelling Units. Eight-five percent (85%) for all buildings including Accessory Dwelling Units.~~
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. 174 condominium units, or
 - B. 217 multiple-family units.

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Section 4.125. V – Village Zone

(.01) Purpose.

The Village (V) zone is applied to lands within the Residential Village Comprehensive Plan Map designation. The Village zone is the principal implementing tool for the Residential Village Comprehensive Plan designation. It is applied in accordance with the Villebois Village Master Plan and the Residential Village Comprehensive Plan Map designation as described in the Comprehensive Plan.

- A. The Village zone provides for a range of intensive land uses and assures the most efficient use of land.
- B. The Village zone is intended to assure the development of bicycle and pedestrian-sensitive, yet auto-accommodating, communities containing a range of residential housing types and densities, mixed-use buildings, commercial uses in the Village Center and Neighborhood Centers, and employment opportunities.
- C. The Village zone, together with the Architectural Pattern Book and Community Elements Book, is intended to provide quantitative and objective review guidelines.

(.02) Permitted Uses. Examples of principle uses that are typically permitted:

- A. Single Family Dwellings
- B. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11)
- C. Duplexes
- D. Row Houses
- E. Multi-Family Dwellings
- F. Cluster Housing
- G. Residential Facilities, Residential Homes, and Community Housing developed to implement ORS 426.508
- H. Non-commercial parks, plazas, playgrounds, recreational facilities, community buildings and grounds, tennis courts, and other similar recreational and community uses owned and operated either publicly or by an owners association.
- I. Commercial uses within the Village Center, subject to the standards of (.06) Standards Applying to Commercial Uses and similar to the following:
 - 1. Sales and servicing of consumer goods:
 - Bicycle shop
 - Bookstore
 - Clothing store
 - Electronics and appliances store
 - Florist

Table V-1: Development Standards												
Building Type	Min. Size (sq.ft.)	Lot Min. Width (ft.)	Lot Min. Depth (ft.)	Lot Max. Coverage (note)	Lot Min. Width ^{10,12} (%age)	Frontage Max. Height ⁹ (ft.)	Bldg. Setbacks ^{10,13,20}			Side Min. (ft.)	Alley-Loaded Garage (note)	Street-Loaded Garage (note)
							Front (ft.)	Min. Front (ft.)	Max. Rear Min. (ft.)			
Commercial Buildings - Village Center ¹⁴	NR	NR	NR	¹	90	60	NR ³	5	NR	NR	NR	NA
Hotels - Village Center ¹⁴	NR	NR	NR	¹	80	60	NR ³	15	NR	NR	NR	NA
Mixed Use Buildings - Village Center ¹⁴	NR	NR	NR	¹	90	60	NR ³	8	NR	NR	NR	NA
Multi-Family Dwellings - Village Center ¹⁴	NR	NR	NR	¹	80	45	5 ⁴	15	NR	NR	NR	NA
Row Houses ¹¹ - Village Center ¹⁴	NR	NR	NR	¹	80	45	5 ⁴	10	NR	NR	NR	NA
Commercial Buildings	NR	NR	NR	¹	60	45	NR	15	NR	NR	NR	NA
Mixed Use Buildings	NR	NR	NR	¹	60	45	NR	15	NR	NR	NR	NA
Multi-Family Dwellings	NR	NR	NR	¹	60	45	8 ⁴	15	NR	NR	NR	NA
Row Houses ¹¹	NR	15	50	¹	80	45	8 ⁵	15	NR	NR	NR	NA
Duplexes	4,000	45	70	²	60 ¹⁶	35	12 ^{5,6}	20 ⁶	5	5 ¹⁵	7	8,17,18
Single-Family Dwellings	2,250	35	50	²	60 ¹⁶	35	12 ^{5,6}	20 ⁶	5	5 ¹⁵	7	8,17

Notes: NR No Requirement

NA Not Allowed

¹ Lot < 8000sf: NR; Lot >8000sf: 80% (Max. Lot Coverage)

² Small lots: 75%, Medium Lots: 65%, Standard and Large Lots: 55%, Estate Lots: 45% Maximum Lot Coverage

On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.

Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage up to a total lot coverage of 85%.

³ Bay windows, balconies, and other structural building projections above 8 ft. may encroach up to 5 ft. into the Public Way; canopies, awnings, and other non-structural projections may encroach up to 8 ft. into the Public Way.

⁴ Porches, stairs, stoops, decks, canopies, balconies, bay windows, chimneys, awnings, and other building projections may encroach up to the Public Way.

⁵ Porches, stoops, decks, canopies, balconies, bay windows, chimneys, awnings, and other building projections may encroach to within 8 ft. of the Public Way. Stairs may encroach to the Public Way.

⁶ For Standard, or Large Lots on Collector Avenues, front setbacks are 20 ft. min., (13' setback to porch), side street setbacks are 15' (8' setback to porch). Pie-shaped lots or lots with significant trees or grade banks frontage have no maximum front setback.

⁷ The garage setback from alley shall be between 3 and 5 foot or, when as optional parking space is located between the garage and the alley, shall be 16 ft. minimum. Lots with important trees, as identified in the Master Plan, or grade differences at the alley, affecting garage location shall be exempt from this requirement.

⁸ Street-loaded garages shall be a minimum 20 ft. front setback to face of garage, and located a minimum of 5 ft. behind main façade of the associated dwelling unit.

⁹ Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.

¹⁰ For Village Center buildings with lots fronting two or more streets, at least two facades shall be subject to the minimum frontage width and front setback requirements.

¹¹ Row Houses are typically attached, but may be detached within the Village Center Boundary. When attached, no more than ten units shall be contiguous along a street edge. When row houses are detached, the Minimum Frontage Width is 65%. The Minimum Frontage Width for detached row houses may be less than 65% on corner lots or to accommodate the curve radius of street frontage, public utility easements, important trees, grade differences, public open space requirements, or as otherwise approved by the DRB.

¹² See Definitions, 4.125.01, for measurement of Minimum Frontage Width.

¹³ Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.

¹⁴ See Figure 2A - Village Center Boundary & Land Use Plan in the Villebois Village Master Plan for areas included within the Village Center.

¹⁵ On Estate Lots and Large Lots with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 15 ft. with a minimum of 5 ft. On Small and Medium Lots, minimum side setback shall be 0 ft. or as required by Building Code.

¹⁶ For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.

¹⁷ Dwellings on lots without alley access shall be at least 36 feet wide.

¹⁸ Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron.

¹⁹ Maximum setbacks may be increased as necessary to accommodate deeper porches, building code, public utility easements or public open space requirements.

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4.127 Residential Neighborhood (RN) Zone

(.01) Purpose.

The Residential Neighborhood (RN) zone applies to lands within Residential Neighborhood Comprehensive Plan Map designation. The RN zone is a Planned Development zone, subject to applicable Planned Development regulations, except as superseded by this section or in legislative master plans. The purposes of the RN Zone are to:

- A. Implement the Residential Neighborhood policies and implementation measures of the Comprehensive Plan.
- B. Implement legislative master plans for areas within the Residential Neighborhood Comprehensive Plan Map designation.
- C. Create attractive and connected neighborhoods in Wilsonville.
- D. Regulate and coordinate development to result in cohesive neighborhoods that include: walkable and active streets; a variety of housing appropriate to each neighborhood; connected paths and open spaces; parks and other non-residential uses that are focal points for the community; and, connections to and integration with the larger Wilsonville community.
- E. Encourage and require quality architectural and community design as defined by the Comprehensive Plan and applicable legislative master plans.
- F. Provide transportation choices, including active transportation options.
- G. Preserve and enhance natural resources so that they are an asset to the neighborhoods, and there is visual and physical access to nature.

(.02) Permitted uses:

- A. Open Space.
- B. Single-Family Dwelling Unit.
- C. Attached Single-Family Dwelling Unit. In the Frog Pond West Neighborhood, a maximum of 2 dwelling units, not including ADU's, may be attached.
- D. Duplex.
- E. Multiple-Family Dwelling Units, except when not permitted in a legislative master plan, subject to the density standards of the zone. Multi-family dwelling units are not permitted within the Frog Pond West Master Plan area.
- F. Cohousing.
- G. Cluster Housing.

Wilsonville - Residential Neighborhood (RN) Zone

- H. Public or private parks, playgrounds, recreational and community buildings and grounds, tennis courts, and similar recreational uses, all of a non-commercial nature, provided that any principal building or public swimming pool shall be located not less than forty-five (45) feet from any other lot.
 - I. Manufactured homes.
- (.03) Permitted accessory uses to single family dwellings:
- A. Accessory uses, buildings and structures customarily incidental to any of the principal permitted uses listed above, and located on the same lot.
 - B. Living quarters without kitchen facilities for persons employed on the premises or for guests. Such facilities shall not be rented or otherwise used as a separate dwelling unless approved as an accessory dwelling unit or duplex.
 - C. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).
 - D. Home occupations.
 - E. A private garage or parking area.
 - F. Keeping of not more than two (2) roomers or boarders by a resident family.
 - G. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
 - H. Accessory buildings and uses shall conform to front and side yard setback requirements. If the accessory buildings and uses do not exceed 120 square feet or ten (10) feet in height, and they are detached and located behind the rear-most line of the main buildings, the side and rear yard setbacks may be reduced to three (3) feet.
 - I. Livestock and farm animals, subject to the provisions of Section 4.162.
- (.04) Uses permitted subject to Conditional Use Permit requirements:
- A. Public and semi-public buildings and/or structures essential to the physical and economic welfare of an area, such as fire stations, sub-stations and pump stations.
 - B. Commercial Recreation, including public or private clubs, lodges or meeting halls, golf courses, driving ranges, tennis clubs, community centers and similar commercial recreational uses. Commercial Recreation will be permitted upon a finding that it is compatible with the surrounding residential uses and promotes the creation of an attractive, healthful, efficient and stable environment for living, shopping or working. All such uses except golf courses and tennis courts

Wilsonville - Residential Neighborhood (RN) Zone

shall conform to the requirements of Section 4.124(.04)(D) (Neighborhood Commercial Centers).

- C. Churches; public, private and parochial schools; public libraries and public museums.
- D. Neighborhood Commercial Centers limited to the provisions of goods and services primarily for the convenience of and supported by local residents. Neighborhood Commercial Centers are only permitted where designated on an approved legislative master plan.

(.05) Residential Neighborhood Zone Sub-districts:

- A. RN Zone sub-districts may be established to provide area-specific regulations that implement legislative master plans.
 - 1. For the Frog Pond West Neighborhood, the sub-districts are listed in Table 1 of this code and mapped on Figure 6 of the Frog Pond West Master Plan. The Frog Pond West Master Plan Sub-District Map serves as the official sub-district map for the Frog Pond West Neighborhood.

(.06) Minimum and Maximum Residential Units:

- A. The minimum and maximum number of residential units approved shall be consistent with this code and applicable provisions of an approved legislative master plan.
 - 1. For the Frog Pond West Neighborhood, Table 1 in this code and Frog Pond West Master Plan Table 1 establish the minimum and maximum number of residential units for the sub-districts. The minimum and maximum number does not include Accessory Dwelling Units.
 - 2. For parcels or areas that are a portion of a sub-district, the minimum and maximum number of residential units are established by determining the proportional gross acreage and applying that proportion to the minimums and maximums listed in Table 1. The maximum density on a parcel may be increased, up to a maximum of 10% of what would otherwise be permitted, based on an adjustment to an SROZ boundary that is consistent with 4.139.06.
- B. The City may allow a reduction in the minimum density for a sub-district when it is demonstrated that the reduction is necessary due to topography, protection of trees, wetlands and other natural resources, constraints posed by existing development, infrastructure needs, provision of non-residential uses and similar physical conditions.

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Wilsonville - Residential Neighborhood (RN) Zone

Table 1. Minimum and Maximum Dwelling Units by Sub-District in the Frog Pond West Neighborhood

Area Plan Designation	Frog Pond West Sub-district	Minimum Dwelling Units in Sub-district	Maximum Dwelling Units in Sub-district
R-10 Large Lot Single Family	3	26	32
	7	24	30
	8	43	53
R-7 Medium Lot Single Family	2	20	25
	4	86	107
	5	27	33
	9	10	13
	11	46	58
R-5 Small Lot Single Family	1	66	82
	6	74	93
	10	30	38
Civic	12	0	7 ^a
Public Facilities (PF)	13	0	0

^a These metrics apply to infill housing within the Community of Hope Church property, should they choose to develop housing on the site. Housing in the Civic sub-district is subject to the R-7 Medium Lot Single Family regulations.

(.07) Development Standards Generally

- A. Unless otherwise specified by this the regulations in this Residential Development Zone chapter, all development must comply with Section 4.113, Standards Applying to Residential Development in Any Zone.

(.08) Lot Development Standards:

- A. Lot development shall be consistent with this code and applicable provisions of an approved legislative master plan.
- B. Lot Standards Generally. For the Frog Pond West Neighborhood, Table 2 establishes the lot development standards unless superseded or supplemented by other provisions of the Development Code.
- C. Lot Standards for Small Lot Sub-districts. The purpose of these standards is to ensure that development in the Small Lot Sub-districts includes varied design that avoids homogenous street frontages, creates active pedestrian street frontages and has open space that is integrated into the development pattern.

Wilsonville - Residential Neighborhood (RN) Zone

Standards. Planned developments in the Small Lot Sub-districts shall include one or more of the following elements on each block:

1. Alleys.
2. Residential main entries grouped around a common green or entry courtyard (e.g. cluster housing).
3. Four or more residential main entries facing a pedestrian connection allowed by an applicable legislative master plan.
4. Garages recessed at least 4 feet from the front façade or 6 feet from the front of a front porch.

Table 2: Neighborhood Zone Lot Development Standards

Neighborhood Zone Sub-District	Min. Lot Size (sq.ft.)	Min. Lot Depth (ft.)	Max. Lot Coverage (%)	Min. Lot Width ^{G, H, J} (ft.)	Max. Bldg. Height ^F (ft.)	Setbacks ^H				
						Front Min. (ft.)	Rear Min. (ft.)	Side Min. (note)	Garage Min Setback from Alley (ft.)	Garage Min Setback from Street ^K (ft.)
R-10 Large Lot Single Family	8,000 ^A	60'	40% ^B	40	35	20 ^C	20	I	18 ^D	20
R-7 Medium Lot Single Family	6,000 ^A	60'	45% ^B	35	35	15 ^C	15	I	18 ^D	20
R-5 Small Lot Single Family	4,000 ^A	60'	60% ^B	35	35	12 ^C	15	I	18 ^D	20

Notes: A May be reduced to 80% of minimum lot size where necessary to preserve natural resources (e.g. trees, wetlands) and/or provide active open space. Cluster housing may be reduced to 80% of minimum lot size. Duplexes in the R-5 Sub-District have a 6,000 SF minimum lot size.

B On lots where detached accessory buildings are built, maximum lot coverage may be increased by 10%.

C Front porches may extend 5 feet into the front setback.

D The garage setback from alley shall be minimum of 18 feet to a garage door facing the alley in order to provide a parking apron. Otherwise, the rear or side setback requirements apply.

F Vertical encroachments are allowed up to ten additional feet, for up to 10% of the building footprint; vertical encroachments shall not be habitable space.

G May be reduced to 24' when the lot fronts a cul-de-sac. No street frontage is required when the lot fronts on an approved, platted private drive or a public pedestrian access in a cluster housing development.

H Front Setback is measured as the offset of the front lot line or a vehicular or pedestrian access easement line. On lots with alleys, Rear Setback shall be measured from the rear lot line abutting the alley.

I On lots greater than 10,000 SF with frontage 70 ft. or wider, the minimum combined side yard setbacks shall total 20 ft. with a minimum of 10 ft. On other lots, minimum side setback shall be 5 ft. On a corner lot, minimum side setbacks are 10 feet.

J For cluster housing with lots arranged on a courtyard, frontage shall be measured at the front door face of the building adjacent to a public right of way or a public pedestrian access easement linking the courtyard with the Public Way.

K Duplexes with front-loaded garages are limited to one shared standard-sized driveway/apron.

KL Areas of lots occupied by Accessory Dwelling Units shall not count towards maximum lot coverage.

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4.138 Old Town Overlay Zone

2. Exterior remodeling of commercial, industrial, public facility, multi-family residential, or mixed use building that requires a building permit, when that remodeling is visible from a public street (other than an alley) and changes the existing design of the building; and
3. Upon the request of an applicant, in order to pursue a design not in conformance with the Old Town Single-Family Designs Standard Book, new single-family homes (including duplexes) and accessory buildings, or remodeling thereof. Standards for ADU's in Subsection (.04) C. below shall apply.

B. The following (except as noted in A.3. above) shall be reviewed through the Class I administrative review process for conformance with the Development Standards of Subsection (.04) concurrently with building plan review:

1. New single-family homes (including duplexes), single-family home additions, remodels, accessory dwelling units, garages, and other buildings accessory to a single-family use.

(.04) Single-Family Development Standards (including accessory buildings and duplexes)

A. The standards of this subsection shall take precedence over setback, lot coverage, height, and ~~accessory~~ ~~Accessory dwelling~~ ~~Dwelling unit~~ ~~Unit~~ standards otherwise established in the Development Code. All other standards of the base zone and/or approved planned developments shall apply. For PDR Zones, the setback and lot coverage standards are subject to the waiver provisions of Section 4.118.

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B. Development shall comply (except as noted in 1. and 2. below) with the standards of the Old Town Single-Family Design Standards Book including but not limited to architectural design, height, setbacks, and lot coverage.

1. An applicant for a remodel of and/or addition to structures existing prior to December 1, 2017 may elect to match the existing design of the structure rather than comply with the Old Town Single-Family Design Standards Book if all of the following are met:
 - a. The height of the structure remains the same and any additions do not exceed the height of the existing structure;
 - b. The roof pitch on the existing portion of the structure remains the same and is matched for additions involving facades facing a street or public open space;
 - c. All exterior materials are substantially similar in style and texture to the existing materials on the structure;
 - d. For facades of the structure facing a street or public open space (does not include alleys) all architectural elements, such as windows, doors, porches, dormers, details, etc. are kept the same, or in the case of extending out a wall during an addition, reproduced; and
 - e. Setbacks and lot coverage requirements of the underlying zone are met.

2. Accessory structures less than 120 square feet and 10 feet in height are not subject to the Old Town Single-Family Design Standards but rather the standards of the underlying zone.

C. The following standards shall apply to Accessory Dwelling Units (ADU's) within the "O" Overlay Zone to ensure smaller bulk of residential buildings and minimal use of on-street parking consistent with the historic character of the neighborhood. Where these standards differ from those of Subsection 4.113 (.11), including size design and parking, these standards take precedence. All other standards of Subsection 4.113 (.11), including but not limited to number of ADU's and review process, continue to apply.

1. Size: ADU's shall not exceed 600 square feet of living space.

2. Design: ADU's shall be substantially the same exterior design and architecture (i.e. siding, windows, color, roof pitch, doors and roofing materials) as the primary dwelling unit on the property. ADU's shall be either:

a. Detached single-story structures; or

b. Over a detached garage meeting the following requirements:

i. The garage/ADU structure is a maximum 1.5 stories tall, not exceeding a height of 20 feet; and

ii. The primary dwelling unit on the property is 1.5 or 2 stories tall.

~~3. Parking: Each ADU shall have one dedicated standard sized parking space on the same lot.~~

Commented [PD49]: C10

(.05). Standards for Development Subject to Site Design Review

A. Building Setbacks - Buildings fronting Boones Ferry Road shall abut the public sidewalk except where public plazas, courtyards, approved landscaping, or other public pedestrian amenities are approved. Except, however, that residential garages or carports shall be set back a minimum of twenty (20) feet from any sidewalk or traveled portion of a street across which access to the garage or carport is taken. The Development Review Board may approve other setbacks to accommodate sidewalks, landscaping, or other streetscape features located between the street right-of-way and the building.

B. Landscaping - Not less than fifteen (15) percent of the development site shall be landscaped. In the event that a building is set back from a street side property line, along Boones Ferry Road, Bailey Street, or 5th Street, the intervening area shall be landscaped. In reviewing proposals for parking lots in locations between buildings and streets, the Development Review Board may require special landscaping treatments or designs to screen the view of the parking lot from the public right-of-way.

C. Building height - As specified in the underlying base zone.

D. Street access to Boones Ferry Road. Ingress and egress points along Boones Ferry Road shall be designed and constructed such that access points on one side of the

Section 4.155. General Regulations - Parking, Loading and Bicycle Parking.

- E. Owners of two (2) or more uses, structures, or parcels of land may utilize jointly the same parking area when the peak hours of operation do not overlap, provided satisfactory legal evidence is presented in the form of deeds, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]
- F. Off-street parking spaces existing prior to the effective date of this Code may be included in the amount necessary to meet the requirements in case of subsequent enlargement of the building or use to which such spaces are necessary.
- G. Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the DRB has approved the off-site parking through the Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to the main building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced in the form of recorded deeds, easements, leases, or contracts securing full and permanent access to such parking areas for all the parties jointly using them. [Amended by Ord. # 674 11/16/09]
- H. The conducting of any business activity shall not be permitted on the required parking spaces, unless a temporary use permit is approved pursuant to Section 4.163.
- I. Where the boundary of a parking lot adjoins or is within a residential district, such parking lot shall be screened by a sight-obscuring fence or planting. The screening shall be continuous along that boundary and shall be at least six (6) feet in height.
- J. Parking spaces along the boundaries of a parking lot shall be provided with a sturdy bumper guard or curb at least six (6) inches high and located far enough within the boundary to prevent any portion of a car within the lot from extending over the property line or interfering with required screening or sidewalks.
- K. All areas used for parking and maneuvering of cars shall be surfaced with asphalt, concrete, or other surface, such as pervious materials (i. e. pavers, concrete, asphalt) that is found by the City's authorized representative to be suitable for the purpose. In all cases, suitable drainage, meeting standards set by the City's authorized representative, shall be provided. [Amended by Ord. # 674 11/16/09]
- L. Artificial lighting which may be provided shall be so limited or deflected as not to shine into adjoining structures or into the eyes of passers-by.
- M. Off-street parking requirements for types of uses and structures not specifically listed in this Code shall be determined by the Development Review Board if an application is pending before the Board. Otherwise, the requirements shall be specified by the Planning Director, based upon consideration of comparable uses.
- N. Up to forty percent (40%) of the off-street spaces may be compact car spaces as identified in Section 4.001 - "Definitions," and shall be appropriately identified.

Note: In considering proposed waivers to the following standards, the City will consider the potential uses of the site and not just the uses that are currently proposed. For waivers to exceed the maximum standards, applicants shall bear the burden of proving that Metro, State, and federal clean air standards will not be violated.

TABLE 5: PARKING STANDARDS			
USE	PARKING MINIMUMS	PARKING MAXIMUMS	BICYCLE MINIMUMS
a. Residential			
1. Single and attached units and any apartments Single Family Dwelling Units, Duplexes, Multiple Family Dwelling units of nine (9) or fewer units}	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartments-Multiple Family Dwelling Units – Min. of 2
2. <u>Accessory Dwelling Units</u>	<u>Per Subsection 4.113 (.11)</u>	<u>No Limit</u>	<u>Non required</u>
3. Apartment-Multiple Family Dwelling Units of ten (10) or more units	1 per D.U. (less than 500 sq. ft.) 1.25 per D.U. (1 bdrm) 1.5 per D.U. (2 bdrm) 1.75 per D.U. (3 bdrm)	No Limit	1 per D.U.
4. Manufactured or mobile home park	2 spaces/unit	No Limit	1 per D.U.
4. Manufactured or mobile home subdivision	<u>1 per D.U.</u>	<u>No Limit</u>	<u>1 per D.U.</u>
b. Commercial Residential			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

Commented [PD50]: C1, C10

Commented [PD51]: C10

Commented [PD52]: C1

Commented [PD53]: C3

C. The Community Development Director shall not sign any plat which does not indicate the marking with monuments of the intersections of all streets and the centerlines of all streets at every point of curvature and point of tangent. It shall be the responsibility of the applicant to provide such Monumentation within the land division prior to the issuance of any Building permit for construction within the subject property.

(.04) Action on Final Plat: Within thirty (30) days of receipt of a complete final plat submittal, the Planning Director shall approve, deny, or, when further information is required, postpone a decision on the application. Written notice of such action shall be mailed to the applicant by the Planning Director. If the Planning Director determines that full conformity with all applicable ordinances has not been made, the Director shall advise the applicant of the changes or additions that must be made and shall afford the applicant an opportunity to make the necessary changes or additions.

A. A final plat shall be approved only if affirmative findings can be made that:

1. The Plat is in substantial conformance with the provisions of the Preliminary Plat, as approved;
2. The proposal is consistent with the provisions, intents and purposes of the Comprehensive Plan, Zoning Regulations and the requirements of other relevant sections of this Code.
3. Streets, roads and alleys for public use are dedicated without any reservation or restriction other than reversionary rights upon vacation of any such street or road and easements for public utilities;
4. The plat contains a donation to the public of all common improvements, including, but not limited to, streets, roads, parks, sewage disposal and water supply systems, the donation of which is required by Ordinance or was made a condition of the approval of the tentative plat for the development.
5. Explanations of all common improvements to remain in private ownership have been accounted for and referenced on the plat;
6. Private drives indicated on the tentative plat have been approved by the City; and [Amended by Ord. 682, 9/9/10]
7. Demonstration that residential plats or subdivisions submitted for final plat approval after October 1, 2018 do not restrict Accessory Dwelling Units to a greater extent than the City's Development Code in place at the time of final plat submittal except that restrictions on building materials and finishes can be commensurate with requirements for other accessory structures. The allowance of Accessory Dwelling Units is acknowledged in clear language on the plat or other document recorded with the plat to which the plat is subject (i.e. CC&R's).

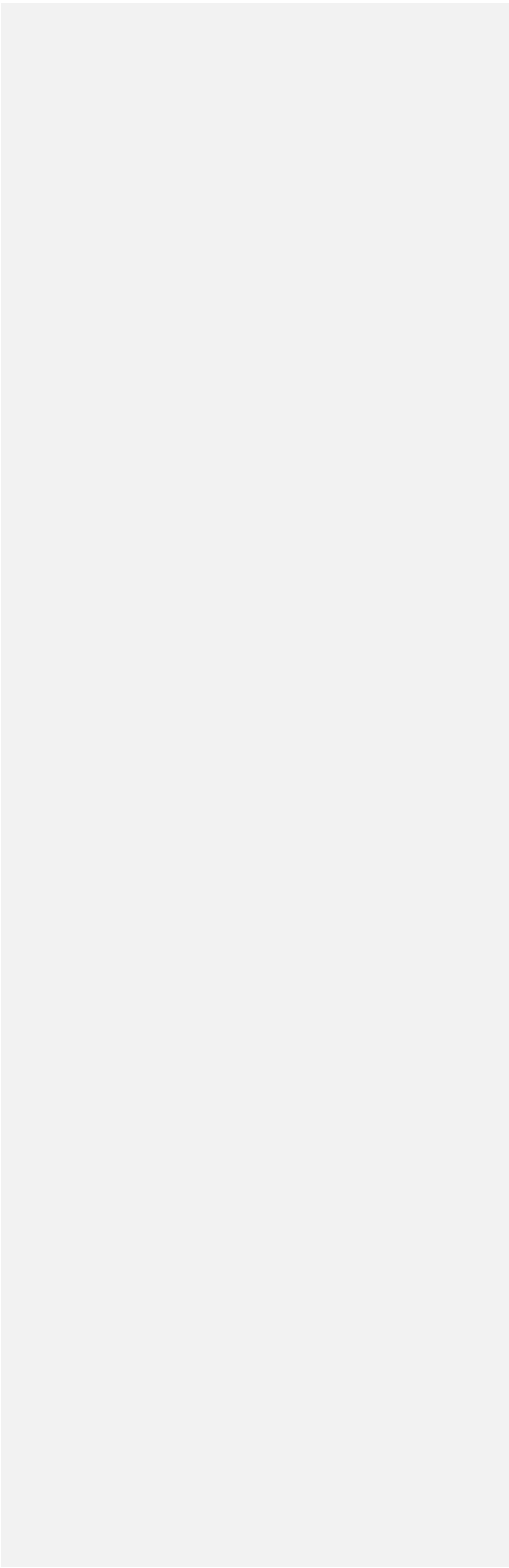
~~6.~~

~~7.8.~~ All conditions of approval for the development have been met, or adequate assurances for their completion have been provided, to the satisfaction of the Community Development Director.

- B. If affirmative findings cannot be made with regard to all of the above criteria, the Planning Director shall not approve the final plat.
- C. If approved, such approval shall be evidenced by the signature on the plat of the

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Planning Director together with the date of approval. In the event of denial, the Planning Director shall cause written notice and the reasons for denial to be furnished to the applicant.



Attachment 3

accessory buildings, adus, and garages

DESIGN

Design guidelines are applicable to any and all exterior building elements visible from the public right-of-way or public parcel, in any direction, regardless of existing or proposed landscaped or natural visual barriers between the public view shed and exterior building elements.

The garage and other accessory buildings over 120s and 10ft in height must be designed using the same exterior design and architecture (i.e. siding, windows, doors, and roofing materials) as the primary residence on the lot. Accessory buildings cannot be taller than the primary residence. If the primary residence is less than 15 feet, an accessory building can be 15 feet or less.

Accessory Dwelling Units (ADU's) in Old Town shall:

1. Size: ADU's shall not exceed 600 square feet of living space.
2. Design. ADU's shall be either:
 - a. Detached single-story structures; or
 - b. Over a detached garage meeting the following requirements:
 - i. The garage ADU structure is a maximum 1.5 stories tall, not exceeding a height of 20 feet; and
 - ii. The primary dwelling unit on the property is 1.5 or 2 stories tall.

~~3. Parking: Each ADU shall have one dedicated standard size parking space on the same lot.~~

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All other standards of Subsection 4.113 (11) related to ADU's apply. See Subsection 4.138 (.04) C. Wilsonville Code.

STYLE GUIDELINES

Western Farmhouse

Roof Style: Gable
 Roof Pitch: 7:12 to 12:12
 Eaves: 8" minimum to 18" maximum

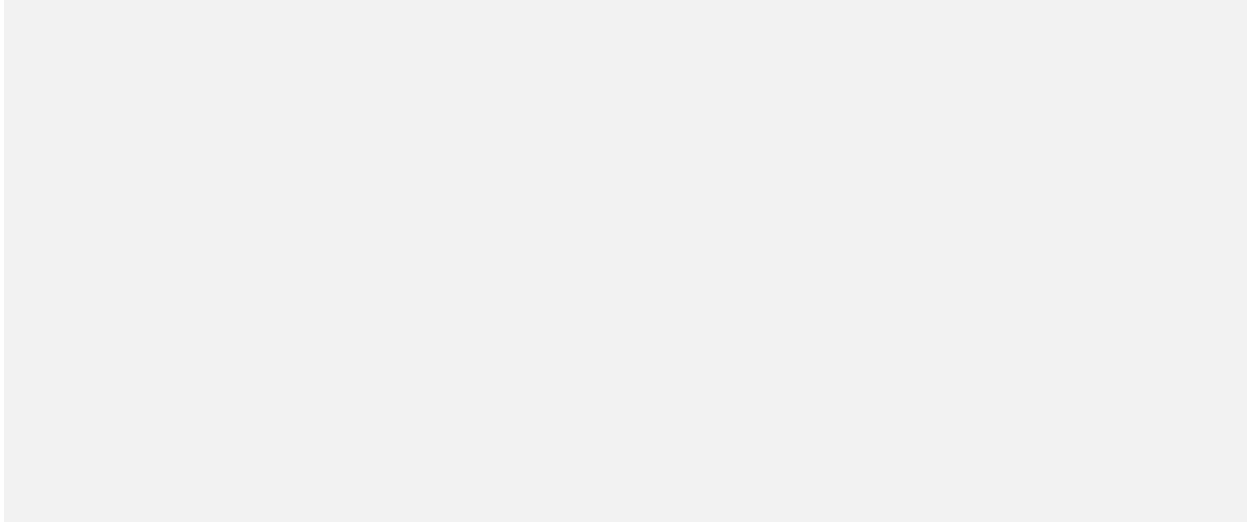
New Ranch

Roof Style: Hip or Low-Pitched Gable
 Roof Pitch: 4:12 to 6:12
 Eaves: 8" minimum to 18" maximum

Craftsman

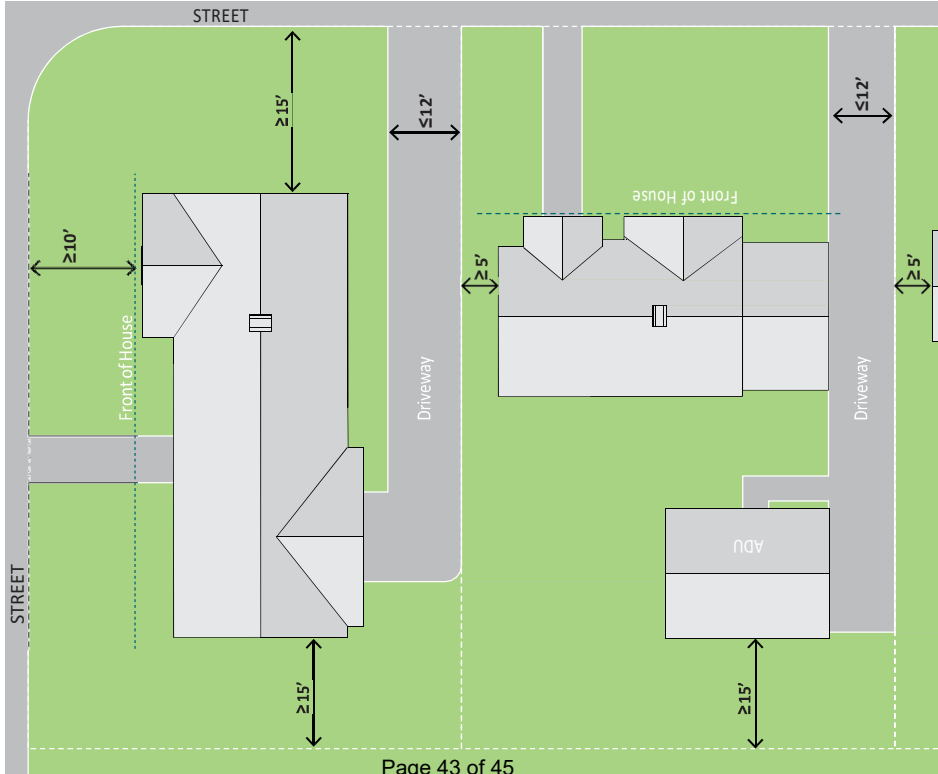
Roof Style: Gable
 Roof Pitch: 6:12 to 10:12
 Eaves: 8" minimum to 18" maximum







Materials and Lot Coverage



MATERIALS

The following construction materials may not be used as an exterior finish:

1. Vinyl siding.
2. Wood fiber hardboard siding.
3. Oriented strand board siding.
4. Corrugated or ribbed metal.
5. Fiberglass panels

LOT COVERAGE

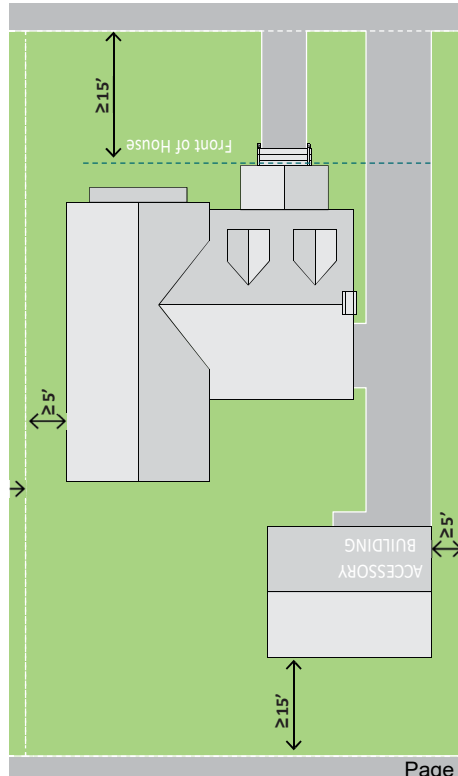
The ratio of building to lot area is a part of the Old Town historic character. The existing community is developed to have smaller homes on larger lots. The lot coverage ratio maintains the existing balance and openness of the neighborhood.

All built structures are not to exceed 40% lot coverage.
Buildings under 120s and 10ft in height and Accessory Dwelling Units are not counted in lot coverage.

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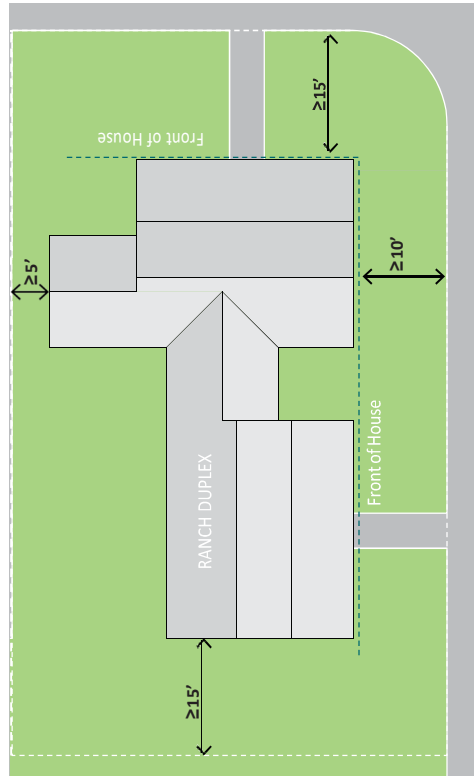


Edges and Setbacks: Accessory Buildings

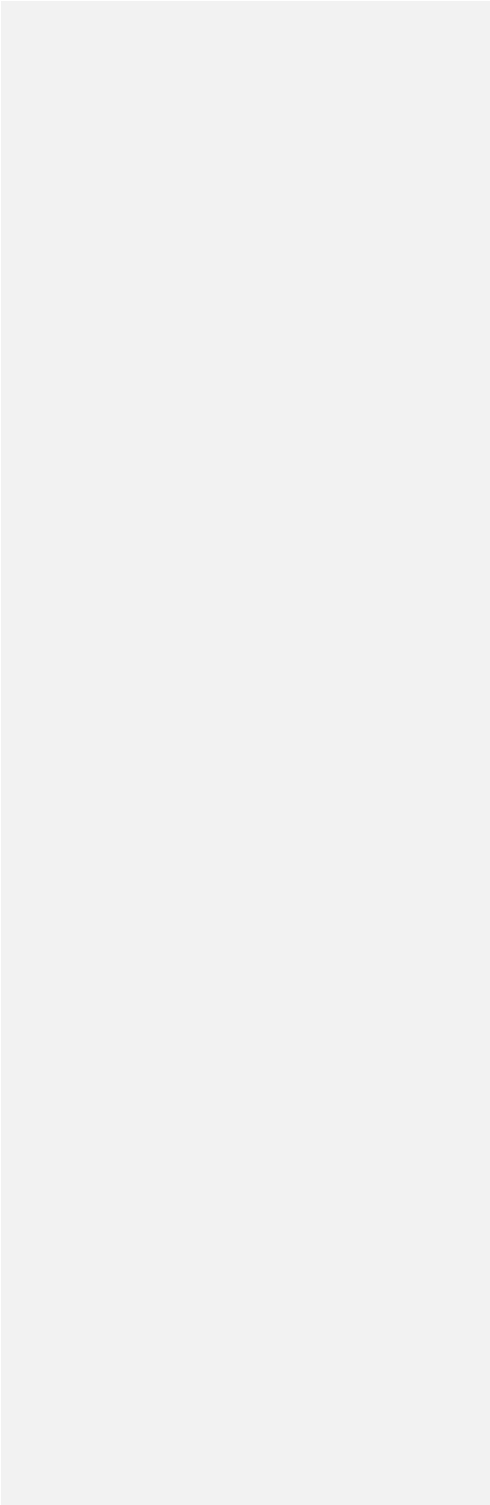


Accessory buildings should follow the same front, rear, and side yard setbacks as primary dwellings and fit within the 40% maximum lot coverage. However, buildings under 120sf and 10ft in height and all Accessory Dwelling Units are not counted in lot coverage.

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Duplexes on corners could have entrances on separate street fronts.





PLANNING COMMISSION
WEDNESDAY, JUNE 13, 2018

II. WORK SESSION

B. SMART Programs Enhancement Strategy (Brashear) (45 minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: June 13, 2018		Subject: SMART TMP Amendment – Programs Enhancement Strategy	
		Staff Member: Dwight Brashear Department: Transit	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transit Master Plan amendment	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

SMART staff will provide an overview of the new State Transportation Improvement Fund (STIF) and detail potential projects to be funded with this new revenue source. In addition, SMART will provide information on the current public involvement process and program timeline.

EXECUTIVE SUMMARY:

The Statewide Transportation Improvement Fund (STIF), a new state funding source established with the passage of Oregon House Bill 2017, is providing an opportunity for South Metro Area Regional Transit (SMART) to seek additional or enhanced transit services in Wilsonville and neighboring communities.

Adopted in June 2017, the cost-neutral Transit Master Plan (TMP) focused on balancing current systems and services with existing operating revenues. This new funding opportunity will expand upon the adopted TMP, listing programs to be funded with the additional anticipated revenue.

Future projects under consideration by SMART include extending the hours of current weekend services, providing additional service to-and-from other communities and expanding fareless service to include out-of-town routes. See 2. *SMART Programs Enhancement Strategy Draft Project List* for full list of projects.

EXPECTED RESULTS:

As an amendment to the 2017 Transit Master Plan, the Programs Enhancement Strategy will guide SMART planning and satisfy the eligibility requirement to receive STIF funding. The amendment will encompass the needs of the Wilsonville community and guide SMART staff to make service improvements accordingly.

TIMELINE:

June 1 -30	Public Comment Period
June 13	Planning Commission Work Session
July 16	City Council Work Session
August 6	City Council Work Session
September 12	Planning Commission Hearing
October 1	City Council Public Hearing – 1 st Reading
October 15	City Council Public Hearing – 2 nd Reading
Late October	Plan to TriMet
November	Submittal to Oregon Transportation Commission
April 2019	Anticipated Incoming Funding

CURRENT YEAR BUDGET IMPACTS: The current year’s budget will not be impacted by this amendment. SMART anticipates additional funding beginning spring of 2019 and each year thereafter. Staff has been working with the Finance department to establish a separate fund as required by the legislation.

Estimated HB 2017 Revenues (*April 13, 2018*)

	FY2019	FY2020	FY2021
Clackamas County	\$303,952	\$690,331	\$790,555
Washington County	\$93,349	\$211,623	\$239,481
TOTAL	\$397,301	\$901,954	\$1,030,036
<i>130% Planning Target</i>	<i>\$516,490</i>	<i>\$1,172,540</i>	<i>\$1,339,048</i>

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The TMP amendment outreach efforts follow the same values set forth in the 2017 TMP and follow the International Association for Public Participation (IAP2) Core Values for Public Participation.

The public involvement process for the TMP amendment began in March 2018 with a workshop at the Wilsonville Citizens Academy. In May, SMART staff presented to Washington and Clackamas county representatives at a housing and transit workshop and transit advisory committee. For the month of June, SMART is seeking public input through an online survey (www.ridesmart.com/surveyTMPupdate) and distributing paper surveys at several community events. SMART also collaborated with the planning department to have the Town Center Redevelopment question of the month for May and June relate to enhanced transit services. In addition, interested parties can sign up to be on an email list, notifying of project updates and meetings.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups):

There is potential for new access to and from neighboring communities, more equitable service by reducing fares, and proving more transportation options such as vanpool or bikeshare that will reduce the amount of traffic congestion on the Interstate-5.

The potential impacts of this new funding source are ultimately shaped by the community feedback received, resulting in enhanced transportation services that fit the needs of the community.

ALTERNATIVES:

CITY MANAGER COMMENT:

ATTACHMENTS:

1. HB 2017 Infographic
2. SMART Programs Enhancement Strategy Draft Project List
3. Programs Enhancement Strategy Preliminary Results
4. Public Comments from Survey June 1-5
5. Citizen Academy Input March 2018
6. Coleman Written Public Comment

HB 2017-10

- a brief overview -

Transportation Investments



Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



Marine Investment

Provides funding for marine dredging and derelict vessel removal.



Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



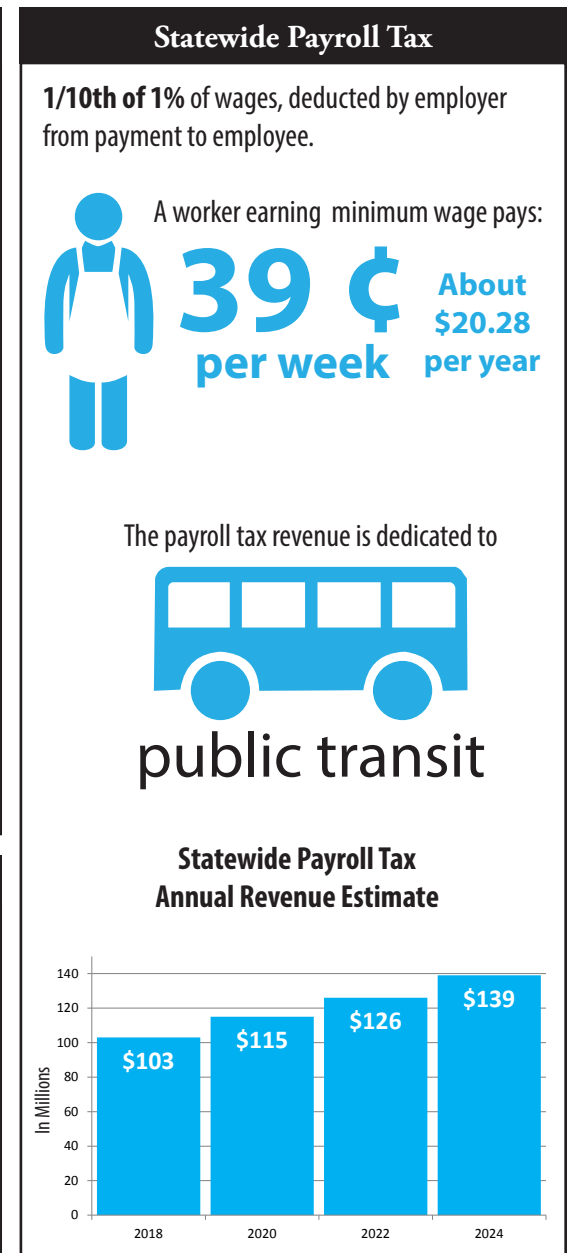
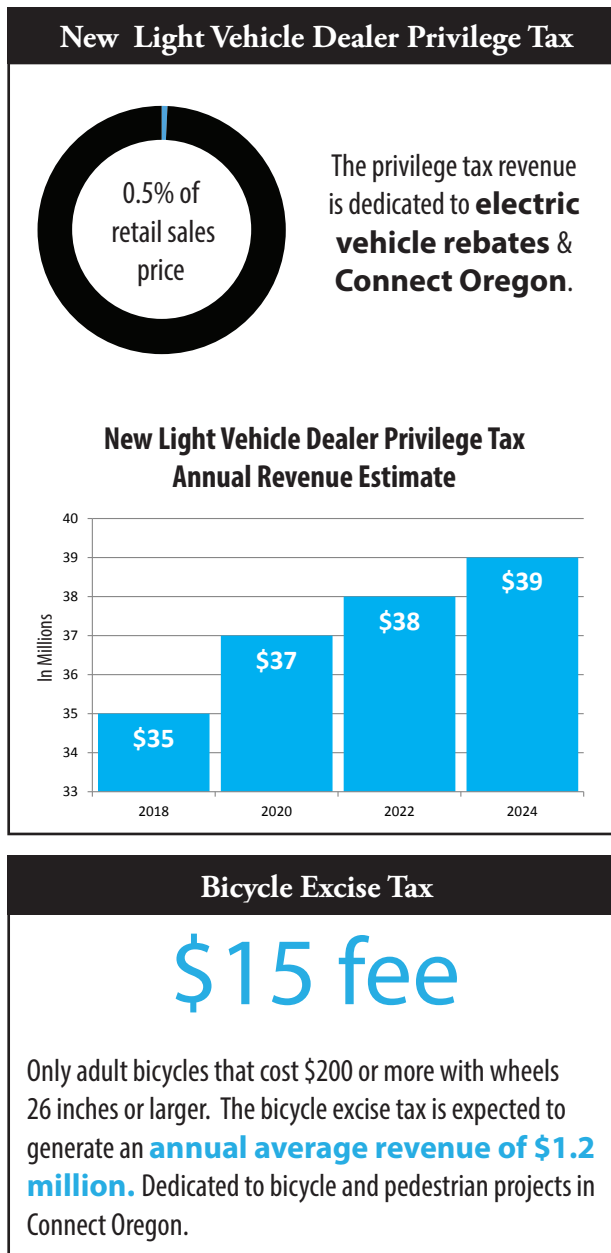
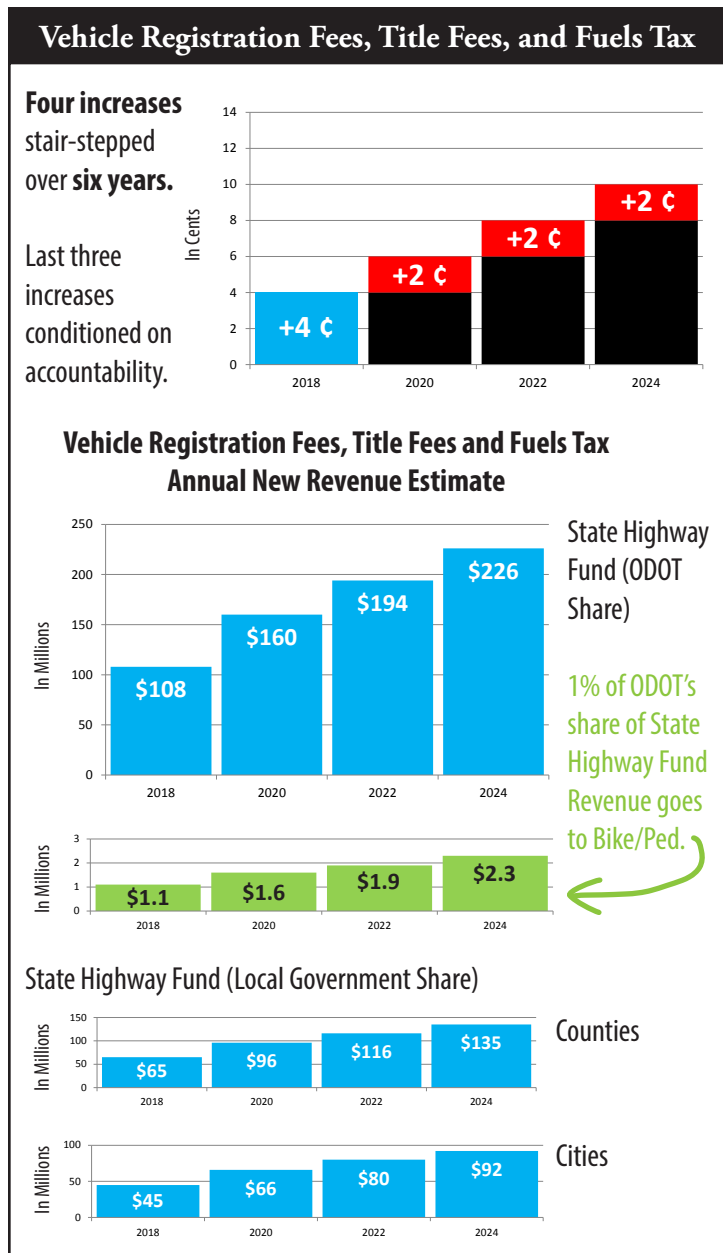
Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

Funding Investments



Policy

Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.

DRAFT SMART Program Enhancement Strategy Project List

The projects below are potential projects to be included in the Transit Master Plan amendment, the Programs Enhancement Strategy. From June 1 – 30, SMART will be asking the community to complete an online survey to help prioritize the following.

The survey is accessible at www.ridesmart.com/surveyTMPupdate

Program Name	Program Description
Fare Free System	Eliminate out-of-town fares to become an entirely fareless system. Coordination with Cherriots for 1X service would be necessary.
Weekend Service	Extend weekend service to later Saturday hours and limited Sunday service.
Mid-day service Canby	Four additional mid-day trips on the 3X to Canby Transit Center. Pilot one-year program to start June 21, 2018 that can be continued with new funding.
Intelligent Transportation System	Includes the procurement of automatic passenger counters to assist with National Transit Database reporting, installation of wifi on buses for customers, real-time displays at Transit Center.
Expand 1X service hours	Add mid-day 9AM-3PM hourly service on the current 1X.
Service to Woodburn Transit Center	A service separate from our 1X route that would run from Woodburn Transit Center to SMART Central on weekdays every hour (commute only).
Mixed-Use Facility at SMART Central	A capital project that will include a multi-story building at the transit center for transit information, retail space, and affordable housing on upper level.
Service to Oregon City	Improve connections to Oregon City through transit provider coordination.

Alternative fuels	Convert entire bus fleet to alternative fuels such as electric or hybrid
Coordinated medical shuttles	Improve current DAR services to run on a coordinated schedule based on trip type. This will be the final phase of updates to SMART DAR efficiency.
Bike Share System	Once the I-5 pedestrian bridge is completed, SMART would like to set up to bike sharing stations; one at Town Center and the other at the SMART Central transit center.
Vanpool Services	SMART joins Valley Vanpool to bring more transit options to the Willamette Valley. Subsidizes 2-4 vans for employees.
Service to Hillsboro	Create commuter express route from Wilsonville Transit Center to Hillsboro Transit Center. Route would pass through Sherwood using SW Scholls Sherwood Rd then to Hillsboro via Hillsboro highway.
Service to Downtown Portland	Create commuter express route from Wilsonville Transit Center to the southwest Downtown Portland area.

Programs Enhancement Strategy

Preliminary Results

June 5, 2018

Online Survey www.ridesmart.com/surveyTMPupdate

June 1-5

n = 25

Projects in Prioritized Order

1. New destinations
 1. Portland (1.63)
 2. Oregon City (2.43)
 3. Woodburn (2.6)
 4. Hillsboro (3.2)
2. More bus frequency
3. Increase weekday service hours
4. Eliminate out-of-town fares
5. Increase weekend service hours
6. Convert bus fleet to alternative fuels
7. Develop new programs – bikeshare, vanpool, coordinated medical shuttles

See 4. *Public Comments from Survey June 1-5* for additional results.

Town Center Question of the Month www.wilsonvilletowncenter.com

May 1 – June 5

n = 25

1. Bus arrival every 30 minutes or less (26%)
2. Additional bus stop amenities (16%)
3. Extended bus services later in the day (15%)
4. Safer crossings and improved sidewalks between bus stops and destinations in Town Center (12%)
5. More lighting at bus stops (8%)
6. More convenient bus stop locations, closer to your destination (7%)
7. Extended bus services earlier in the day (3%)
8. Improve bus reliability (3%)

SMART Staff Input

1 being highest priority.

	SMART Operators <i>n=22</i>	SMART Admin <i>n=7</i>
Fareless System	8.59	2.29
Weekend Service	7.95	6.0
Mid-day Canby	5.27	4.83
Intelligent Transit System	4.59	4.0
Added 1X hours	4.73	7.43
Service to Woodburn	4.09	6.57
Mixed-Use Facility	9.86	8.28
Service to Oregon City	5.41	8.0
Alternative fuels	6.41	6.14
Medical Shuttles	7.27	5.86
Bike Share	10.18	7.71
Service to Portland	8.91	N/A
Vanpool	10.82	N/A
Service to Hillsboro	8.82	N/A

Q2 Share the reasons for your highest priority selection from the list above:

Answered: 22 Skipped: 3

#	RESPONSES	DATE
1	Fossil fuels are killing the planet, and busses are killing my patience in traffic.	6/5/2018 2:36 PM
2	It might increase local tourism to these outlying cities as well as to Wilsonville	6/5/2018 2:29 PM
3	More destinations to increase use to journeys where cars aren't needed. In town only would be high priority.	6/5/2018 2:26 PM
4	more frequency will increase ridership	6/5/2018 2:24 PM
5	Current schedules suit workforce but not so good for residents.	6/5/2018 2:23 PM
6	Everywhere in Wilsonville is walkable. Being able to get out of this city to another one is the best use for the service.	6/5/2018 2:20 PM
7	eliminate freeway trips	6/5/2018 1:32 PM
8	With the prospect of congestion pricing coming to the I-5 corridor, express bus from Wilsonville to downtown Portland will be a great mitigation measure. Express to Portland could conceivably replace 2X to Bridgeport and/or Barbur. Easy inexpensive transit access to downtown Portland would increase my property's value.	6/5/2018 1:10 PM
9	There needs to be more options and times for availability to use the services.	6/5/2018 8:44 AM
10	I help people with employment and currently many jobs require weekend hours but the bus service in town means not having reliable transportation.	6/5/2018 8:24 AM
11	Going to Lunch/Dinner, Museum and Theater in Portland	6/5/2018 8:12 AM
12	It would be great for Wilsonville to be better connected to the other suburbs surrounding the town.	6/5/2018 8:08 AM
13	Relaxing and no parking	6/5/2018 8:03 AM
14	If SMART can expand their services, it would benefit people who are needing to get to/ from Wilsonville and points beyond.	6/4/2018 4:30 PM
15	So many residents commute to downtown Portland for work, myself included, and I believe it would be so beneficial to have a direct form of transportation to downtown instead of having to take multiple (for example I have to take smart, Wes, max and bus to get to my job). Improving this would be greatly appreciated!!	6/4/2018 11:16 AM
16	people have work later	6/2/2018 10:15 PM
17	Many of our doctors are in Hillsboro and there is currently no service to those facilities.	6/2/2018 1:47 PM
18	We have wanted to ride several times in the past but the service was done for the night so we had to walk home.	6/2/2018 9:13 AM
19	As housing prices increase people are moving further out of the region. Adding a new ped/bike bridge will get me from the south side of the river to WES just fine and will add a tourist attraction - connection to the Willamette Valley. Industrial and manuf jobs are growing outside of the peak hours. I think all electric buses are becoming more efficient and we should add them in the fleet.	6/1/2018 8:13 PM
20	woodburn shopping on weekends or into downtown portland quickly would be nice	6/1/2018 11:51 AM
21	There needs to be more options (increased frequency) to get to Tualatin, Tigard, and Beaverton when the WES trains aren't running. Also, Route 1X bus service should offer a couple of mid-day options. The 1X should run until about 9:00 am (Wilsonville departures) with 30-minute frequency too.	6/1/2018 10:12 AM
22	More frequency would attract the most riders and encourage connections.	6/1/2018 8:22 AM

Q4 Are there any additional comments you would like SMART staff to consider?

Answered: 16 Skipped: 9

#	RESPONSES	DATE
1	Please stop building worthless mass transit systems. Busses cost hundreds of thousands of dollars, and every time I pass one, it's nearly empty. What a waste of tax payer money. :-(6/5/2018 2:36 PM
2	Operate the train maybe one weekend day per month, it is a great resource and many of us are not capable of using it. We drive to Milwaukie to take the train into Portland.	6/5/2018 2:29 PM
3	Add bike share points throughout the City	6/5/2018 2:27 PM
4	7-9AM and 4-7PM local use for getting around town and to and from work would be good	6/5/2018 2:26 PM
5	Tram!	6/5/2018 2:24 PM
6	no	6/5/2018 2:20 PM
7	If possible ADD MORE TIMES TO WES-its very limiting time wise.	6/5/2018 8:44 AM
8	It would be a big help if sesrvice was provided to Beaverton Transit Center on hours that Max doesn't run.	6/5/2018 8:32 AM
9	We have a large mental health population in Villenois. Many who want to work are not able to drive but have difficulty getting to and from Villebois due to sorely lacking bus service.	6/5/2018 8:24 AM
10	Stay awesome...	6/5/2018 8:12 AM
11	I love living in Wilsonville and the free smart is definitely one of the reasons why, keep doing an amazing job!	6/4/2018 11:16 AM
12	Glad you added the Charbonneau service.. It would be great if the Saturday service would go to the smart transit center.	6/2/2018 1:47 PM
13	No	6/2/2018 9:13 AM
14	Integrate into the c-tran-TriMet-PSC Hop tap and go card system.	6/1/2018 8:13 PM
15	Free fares might seem like a good option to many, but it would mean the buses would get overcrowded and a lot of transients would be commuting between Salem and Portland that way. This will degrade the perceived safety and security of transit, and may mean that people will stop riding. Is SMART willing to add more buses in order to deal with overcrowding? If not, then the only option seems to be keeping the cost for 1X riders low while using the STIF funds to increase the number of trips offered. This makes much more sense than giving a valuable service away for free. Free fares are bad for Wilsonville businesses, which may claim that people will choose to do their shopping elsewhere rather than within Wilsonville. Finally, I think a new route to Woodburn is a great choice for SMART. Over 800 new homes are being built in Woodburn as a result of their newly expanded urban growth boundary. Housing is cheaper in Marion County, and many people could park and ride from Woodburn to get to Wilsonville jobs. This is a no-brainer if SMART wants to increase ridership. The city of Donald has expressed an interest in transit service to get their senior and disabled residents to medical appointments in Woodburn as well.	6/1/2018 10:12 AM
16	No, thank you. Keep up the good job!	6/1/2018 8:22 AM

Transit Master Plan Priority Project List

Group 1

1 **Fare-Free System:** Expand current fare-free system to include all intercity services

2 **Expand Service Hours on the Route 1X:** Add midday trips between Wilsonville and Salem from 9AM – 3PM
Per Hand / Downtown

3 **Convert SMART's Fleet to All Alternative Fuels:** SMART to only acquire non-fossil fuel powered vehicles as older vehicles are retired

4 **Create a Bike Share Network:** Once the I-5 pedestrian bridge is completed, SMART would work to implement a bike sharing system

my comment: Double morning/evening route times

Transit Master Plan Priority Project List

Group 2

2 **Coordinate Medical Shuttles:** Improve current Dial-A-Ride services to run on a coordinated schedule

3 **New Service to Oregon City:** Operate bus service between Wilsonville and Oregon City

4 **New Mixed-Use Facility at SMART Central:** A capital project that will include a multi-story building housing SMART's customer service/information office, retail space, passenger waiting room, and affordable housing units

1 **Expand Weekend Service:** Extend Saturday service hours on the Routes 4 (in-town) and 2X (Wilsonville/Tigard), and add Sunday service hours

Transit Master Plan Priority List

Group 3

4 **New Midday Service to and from Canby:** Operate midday service between Wilsonville and Canby during the hours of 9AM – 3PM

3 **Intelligent Transportation Systems:** SMART to offer free WiFi service on all buses, install automatic passenger counters on buses, and enhance transit user smartphone app

1 **New Service to Woodburn Transit Center:** Operate new commuter service between Wilsonville and Woodburn Transit Center

2 **Purchase New Commuter-Style Vehicles for 1X Service:** SMART will purchase over-the-road coaches similar to what tour bus companies and Greyhound use

Transit Master Plan Priority List

Group 4

3 **New Service to Hillsboro Employment Centers:**

Operate weekday commuter express bus service between employment centers in Wilsonville and Hillsboro

2 **Extend TriMet's Route 96 from Commerce Circle to SMART Central:** SMART will negotiate terms that would result in TriMet's Route 96 service extending into SMART Central

1 **New Express Bus Service to Downtown Portland:** SMART to operate weekday commuter express bus service between Wilsonville and Downtown Portland

4 **Expand Service on the WES Train:** Lobby TriMet to provide increased service on the WES Train to include midday and weekend service

Attachment 6

From: [mike coleman](#)
To: [Hendrix, Nicole](#)
Subject: New SMART service options
Date: Tuesday, June 5, 2018 1:23:29 PM

Hi Nicole,

I cannot attend the 6/13 Planning Commission meeting regarding the Programs Enhancement Strategy, but I enthusiastically encourage adding direct SMART service to downtown Portland. Easy, fast, inexpensive access to Portland

- would be a mitigation for I-5 congestion pricing (could congestion pricing revenue help support this SMART service?)
- could conceivably replace 2X service to/from Barbur Transit Station (could such a change in service reallocate funding to this SMART service?),
- would benefit my residential property value (inexpensive reliable access to downtown Portland and its many transit options would be a asset).

If the Commission is accepting written public comment, please forward this for the members' consideration.

Thanks,

Mike Coleman



PLANNING COMMISSION

WEDNESDAY, JUNE 13, 2018

II. WORK SESSION

C. Basalt Creek Concept Plan (Bateschell) (60 minutes)



PLANNING COMMISSION MEETING WORK SESSION - STAFF REPORT

Meeting Date: June 13, 2018		Subject: Basalt Creek Concept Plan	
		Staff Member: Miranda Bateschell	
		Department: Community Development Department	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff recommends the Planning Commission conduct a work session on the draft Basalt Creek Concept Plan and draft Comprehensive Plan Amendments related to the Basalt Creek Concept Plan.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities Basalt Creek Concept Plan	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

In 2004, Metro added the Basalt Creek Planning Area to the region's Urban Growth Boundary (UGB) in order to accommodate growth in industrial employment. The area consists of approximately 847 acres, located west of I-5 between the cities of Tualatin and Wilsonville, known as the Basalt Creek and West Railroad Areas and generally referred to as the "Basalt Creek Planning Area." In 2011, the two cities, Metro, and Washington County entered into an

Inter-Governmental Agreement (IGA) that outlines the requirements and responsibilities of the parties regarding their coordinated planning efforts related to the Basalt Creek Planning Area. The project team has led a lengthy process, working with property owners, citizens, service providers, regional partners, and both Cities' Planning Commissions and City Councils, to complete transportation, infrastructure and land use planning for the Basalt Creek Planning Area. The Basalt Creek Concept Plan captures this process, key considerations and guiding principles, and a unified framework for future development in the Basalt Creek Planning Area (Attachment A).

EXECUTIVE SUMMARY:

Since 2011, the Cities of Wilsonville and Tualatin, Washington County, and Metro have been working together to implement an Intergovernmental Agreement (IGA) to concept plan the Basalt Creek Planning Area. In 2013, the Basalt Creek Transportation Refinement Plan was finalized and adopted. In 2014, planning began on the Basalt Creek Concept Plan. After five joint Council work sessions and two Public Open Houses, a preferred Basalt Creek Land Use Concept Plan draft was completed in September 2016.

On February 13, 2017, the Tualatin City Council, at a work session, provided Tualatin city staff with direction to modify the Basalt Creek Land Use Concept Plan to show the Basalt Creek "Central Subarea" as residential. On March 20, 2017, Wilsonville City Council expressed concern over the residential designation and commissioned a development feasibility analysis for the Central Subarea to determine what types of employment uses, if any, would be achievable. At the Wilsonville City Council work session on May 1, City staff and KPFF Consulting Engineers presented the completed Basalt Creek Concept Plan Feasibility Study with three different schemes for employment development. With concerns for placing residential uses in the middle of the employment area and confidence employment could be achieved in the Central Subarea, Wilsonville City Council remained committed to the area providing employment opportunities.

On June 24, Wilsonville City staff and KPFF Consulting Engineers presented at the Tualatin City Council work session the completed Basalt Creek Concept Plan Feasibility Study. In addition, Mayor Knapp conveyed during public comment at the Tualatin City Council meeting a summary of the Wilsonville City Council's concerns and position regarding employment in the Basalt Creek Concept planning area.

On September 14, representatives from Wilsonville, Tualatin, and Washington County met to discuss options for finalizing the Basalt Creek Concept Plan. The parties reached agreement to have Metro review the record of information pertaining to the Central Subarea submitted by the two cities and determine the appropriate land use designation for the Central Subarea, thereby enabling completion of the Concept Plan. As part of the Inter-governmental Agreement outlining this decision-making process, the cities agreed to adopt by resolution the Basalt Creek Concept Plan within 120 days, and comprehensive plan amendments within one year, of Metro's decision.

On May 3, 2018, the Metro Council adopted Resolution 18-4885 resolving the dispute - determining the Central Subarea should remain designated for employment uses on the Basalt Creek Concept Plan map – and starting the 120-day adoption period. As such, the two cities have

prepared the attached Concept Plan using the draft Basalt Creek Land Use Concept Map completed in September 2016. A landowner of one of the parcels in the Central Subarea submitted a notice of intent to appeal Metro's decision.

The purpose of the Basalt Creek Concept Plan is to establish the overall vision for the area and guide future land use and transportation decisions. It sets the framework for future development and outlines an implementation strategy for future provision of urban services (water, sanitary sewer, and storm water systems), public services (such as transit, parks, and open space), and protection of natural and cultural resources. To accomplish this, the plan:

- Establishes a vision for urbanization of the Basalt Creek area that will meet local and regional goals,
- Coordinates future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County,
- Establishes a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the planning area may be annexed into and served by each city, contingent upon development),
- Identifies land uses across the area,
- Recommends high-level designs for transportation and infrastructure systems to support future development consistent with local, regional and state goals, and
- Sets specific action items and implementation measures.

The proposed Comprehensive Plan Amendments (Attachment B) include:

- Amendments to the Area of Special Concern map to include Wilsonville's portion of the Basalt Creek Planning Area, including the West Railroad Area (see Attachment B, p. 6).
- Amendments to the language of the Area of Special Concern section to provide guidance on future development and implementation planning efforts for Wilsonville's portion of the Basalt Creek Planning Area and West Railroad Area.
- Amendments to the language of the Industrial Development Policies section to include important principles from the Concept Plan for development of the Basalt Creek Area.

EXPECTED RESULTS:

Adoption of the Basalt Creek Concept Plan will set the stage for the next great business district in Wilsonville.

TIMELINE:

The Planning Commission is scheduled to hold the first public hearing on the Basalt Creek Concept Plan and proposed Comprehensive Plan Amendments on July 11, 2018. A Council hearing date has been set for August 6 to adopt the Basalt Creek Concept Plan and for August 20 to adopt the associated Comprehensive Plan Amendments.

Tualatin City Council meetings are scheduled for July 23 and August 13, 2018, to adopt the Basalt Creek Concept Plan. Once adopted, staff will initiate the Urban Planning Area Agreement amendment process with Washington County.

CURRENT YEAR BUDGET IMPACTS:

The City of Tualatin received approximately \$350K from Metro’s Construction Excise Tax (CET) grant program to perform concept planning. The current scope of work and budget with the consultant and as outlined with Metro under the CET grant program does not include additional funds for analysis of additional land use alternatives. The City of Wilsonville has, and will continue to, invest staff time into the process.

FINANCIAL REVIEW / COMMENTS:

n/a

LEGAL REVIEW / COMMENT:

n/a

COMMUNITY INVOLVEMENT PROCESS:

The project includes participation from affected residents, businesses, and property owners. Two open houses were held to engage and inform the public about the project. Additionally, the website is updated to reflect the most recent work and staff sends out monthly updates to an interested parties list and property owners via email and U.S. postal mail.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Basalt Creek area is important for the long-term growth of Tualatin, Wilsonville, and the Metro region. Conducting a thorough and thoughtful planning process will identify and resolve each city’s vision for the area and potential impacts on the community. The Basalt Creek area presents an opportunity to integrate jobs and housing, develop efficient transportation and utility systems, create an attractive residential and business community, incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.

ALTERNATIVES:

The Planning Commission may provide recommendations and modifications to the Concept Plan and associated Comprehensive Plan Amendments. However, given the nature of this project, and due to the fact that both Cities need to adopt the same concept plan, modifications would need to be coordinated with City of Tualatin staff.

CITY MANAGER COMMENT:

n/a

ATTACHMENTS:

- A. Draft Basalt Creek Concept Plan (dated: June 5, 2018)
- B. Draft Comprehensive Plan Amendments (dated: June 5, 2018)



DRAFT May 2018

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Appendix A: Existing Conditions Report

Appendix B: Public Involvement Plan

Appendix C: Title 11 Compliance

Appendix D: Guiding Principles Memo

Appendix E: Buildable Lands Assessment Summary

Appendix F: Market Analysis

Appendix G: Basalt Creek Concept Plan Transportation Technical Analysis and Solutions Memo

Appendix H: Basalt Creek Concept Plan Infrastructure Technical Memorandum

Appendix I: Basalt Creek Transportation Refinement Plan (2013)

Appendix J: Acknowledgements

Appendix K: Scenario Testing

Appendix K not complete / compiled yet.

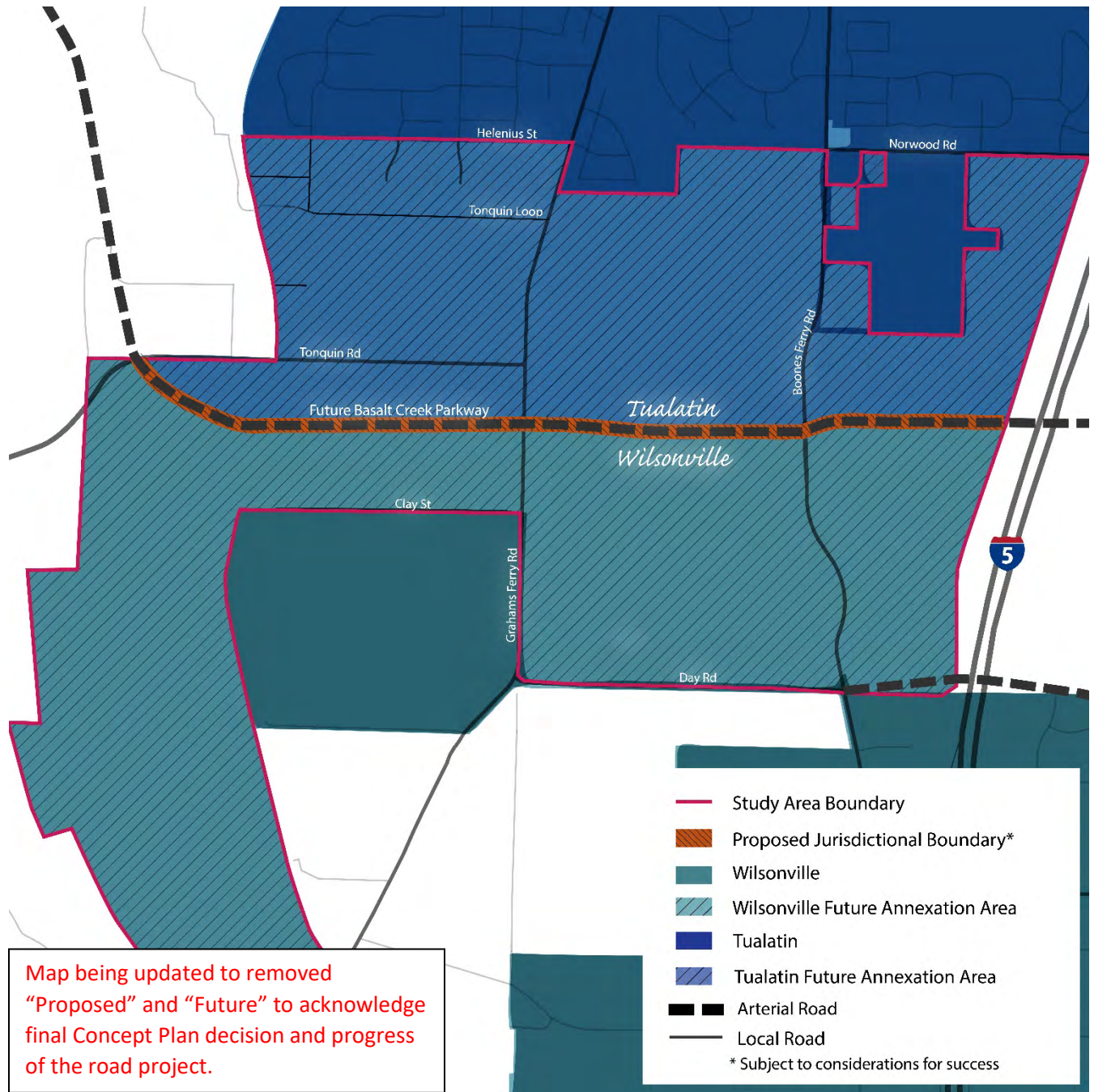
Introduction

Consistency on names and capitalization being checked throughout document.

The Basalt Creek Planning Area

The Basalt Creek Planning Area consists of 847 acres located in Washington County between the Cities of Tualatin and Wilsonville. The planning area is irregularly shaped, generally oriented east-west with an extension southward at the western edge, which is commonly referred to as the West Railroad Area. The West Railroad Area is divided from the rest of the study area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The rest of the Basalt Creek planning area is bound by Norwood and Helenius Roads to the north, Interstate 5 (I-5) to the east, Coffee Lake Creek to the west, and Day Road to the south until it reaches Coffee Creek Correctional Facility, where the boundary turns north on Graham’s Ferry and then westward again on Clay Road. The area also has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the planning area. The primary existing land uses in Basalt Creek are rural agriculture, industrial, and rural residential consisting of low-density single-family housing. Washington County recently completed construction of a portion of the Basalt Creek Parkway, extending 124th Avenue and connecting to Grahams Ferry Road. Soon, the Parkway will run east-west across the planning area between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The parkway will be a high-capacity major freight arterial with limited access to local streets providing industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas.

Figure 1 Basalt Creek Planning Area and jurisdictional boundaries



A more detailed description of the planning area, including natural and historic resources, existing land uses and regulatory context can be found in the Existing Conditions Report (Appendix A).

What is a Concept Plan?

A concept plan identifies a vision and guides future land use and transportation decisions for the planning area. It helps ensure the area has the land capacity to contribute to meeting local and regional land use and transportation goals. Concept plans also ensure compliance with state land use goals,

regional policies, and other plans, including existing transportation plans. A concept plan sets the framework for future development and outlines an implementation strategy for future provision of urban services (water, sanitary sewer, and storm water systems), public services (such as transit, parks, and open space), and protection of natural and cultural resources.

Basalt Creek Concept Plan

The Basalt Creek Concept Plan guides development in the planning area over the next fifty years. To accomplish this, the plan:

- Establishes a vision for urbanization of the Basalt Creek area that will meet local and regional goals
- Coordinates future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County
- Establishes a new jurisdictional boundary between Tualatin and Wilsonville (to determine which parts of the planning area may be annexed into and served by each city, contingent upon development)
- Identifies preferred land uses across the area
- Recommends high-level designs for transportation and infrastructure systems to support future development consistent with local, regional and state goals
- Sets specific action items and implementation measures

Figure 2 Basalt Creek Planning Area in regional context



In 2004, Metro identified the Basalt Creek Planning Area as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville’s industrial area to the south, and contains large, flat sites suitable for industrial users. Metro passed an ordinance in 2004 to annex land into the existing Urban Growth Boundary (UGB), which included the Basalt Creek Planning Area, to ensure a sufficient regional supply of land for employment growth over the next twenty years.

Based on Metro’s 2014 Employment and Housing Forecast, Metro projected the region would grow by 474,000 people and 365,000 jobs by 2035. The Basalt Creek Planning Area was expected to accommodate

about 1,200 new housing units and 2,300 new jobs (mostly industrial, with some service jobs and few retail jobs). A detailed explanation of these figures and the Industrial Land Alternative Analysis can be found in the Existing Conditions Report (Appendix A, starting on page 17).

In the Metro region, areas brought into the UGB are required to have a land use and transportation Concept Plan before urban development can occur. The intent of the Basalt Creek Concept Plan is to

meet this requirement and provide a roadmap for the development of the area that is consistent with state, regional and local land use planning laws. This concept plan involved a collaborative effort between two local jurisdictions – the Cities of Tualatin and Wilsonville.

While several concept plans were developed over the last decade for other UGB annexation areas (e.g. Southwest Tualatin Plan, Tonquin Employment Area Plan, and Coffee Creek), Basalt Creek is somewhat unusual. Its large size, location between (rather than at the edge of) other urbanized areas, and requirement to be jointly planned by two different cities—each with their own identity, goals and local governance—make it different from most other concept plans.

While the process and context were unique, the final concept plan incorporates the key elements consistent with other concept plans and meets all state and regional requirements for a concept plan.

Table 1 Summary Table of Basalt Creek Concept Plan Elements

Element	Description
Jurisdictional Boundary	Follows the alignment of Basalt Creek Parkway with Tualatin to the north and Wilsonville to the south.
Land Use and Development	Land uses in Wilsonville focus on employment, while Tualatin has a mix of employment and housing. Housing in the northern part of the area is meant to buffer existing residential neighborhoods from non-residential land uses. There is a small retail node just east of the Basalt Creek Canyon and north of the jurisdictional boundary in the planning area, which will serve residents and workers. The land suitability analysis influenced the most appropriate locations for employment-based land uses. Land use types and densities were balanced to meet obligations for providing regional employment capacity while limiting negative impacts on congestion and traffic levels.
Transportation	Major new roads and improvements will be constructed as laid out in the 2013 Basalt Creek Transportation Refinement Plan, which is also coordinated with the Metro Regional Transportation Plan. Basalt Creek Parkway, portions of which are currently under construction, will be a major east-west arterial, with limited access, creating a new connection between I-5 and 99W. Further roadway improvements—such as adding capacity to north-south collectors, widening Day Road to five lanes, and two additional I-5 crossings at Day and Greenhill—will be needed to handle future traffic levels as the area is built out. Local roads connecting to this network will be planned and built by property owners as the area develops.
Bicycle and Pedestrian Framework	Opportunities for bike and pedestrian connections are identified, and additional bike/pedestrian facilities will be integrated into new and updated road projects in accordance with State, County and City standards, respectively.
Transit	Transit service in the area will be coordinated between TriMet and SMART. Service will build on existing bus routes to enhance service and provide good connectivity both north-to-south and east-to-west through the planning area.
Parks & Open Space	The Basalt Creek Canyon natural area spans both cities and there are opportunities for regionally-connected trails and open space in the planning area. The Cities will each work to create a park plan for the area as part of their respective citywide plans and will coordinate on trail planning particularly as it relates to the Basalt Creek Canyon.
Natural Resources	The Cities recognize that the Basalt Creek Canyon is a significant natural resource and have agreed to coordinate on natural resource management practices. In addition, there are natural features in the southeast (riparian) and northwest (wetland) corners of the Planning Area as well as significant riparian and upland habitat areas in the West Railroad Area.

Water	Each city will provide its own drinking water infrastructure within its jurisdiction, with connections to existing water lines.
Sewer	Each city will provide sanitary sewer service for development within its jurisdiction to the extent reasonably possible with the understanding that a future agreement may address potential cooperative areas. Tualatin will coordinate with its provider – Clean Water Services (CWS) – to extend service to this area.
Stormwater	New stormwater infrastructure will be primarily integrated with the local road network. Tualatin, Wilsonville and CWS acknowledge they must follow requirements established for their respective stormwater MS4 permits. Much of the area is in a basin that drains toward Wilsonville. Each City will serve its own jurisdictional area. The Cities and CWS will adopt an Intergovernmental Agreement that addresses areas where cooperative stormwater management is needed.
Phasing Strategy	Recommendations for a public facilities phasing plan include conceptual overviews of the recommended facilities, Class 5 concept level costs, and a general overview of possible funding strategies. The development phasing will include recommended near and long-term strategies for land use development.
Implementation Strategies and Tools	Implementation recommendations include sequential action items necessary for implementing the plan and readying the Basalt Creek Planning Area for future development. The primary goal was to develop a land use plan, map and implementation strategy including a funding strategy (with funding options). Language to be included in individual amendment elements include: transportation system plan, natural resource management practices, and public facilities master plans. Implementation will largely take the form of comprehensive plan amendments (and zoning), which will contain both text and maps that define land use and development policies, as well as specific land use districts and suggested development outcomes.

The Planning Process

The Basalt Creek Concept Plan was developed through several years of planning that included extensive research and analysis and a variety of opportunities for input from stakeholders and citizens. The public was engaged at key points and invited to participate through a visioning workshop, an open house, online surveys, and community outreach meetings. The full Public Involvement Plan can be found in Appendix B.

Decision Making Process

The Tualatin and Wilsonville City Councils were the ultimate decision-making body for the final Basalt Creek Concept Plan. Joint Council meetings were held involving both City Councils at important project milestones. This role included approval of the guiding principles, selection of the preferred land use scenario, and identification of the future jurisdictional boundary and key elements of the plan. Individual City Council meetings were also held to provide periodic updates and discuss measures, ordinances, and resolutions specific to each city to adopt and implement the Basalt Creek Concept Plan. To ensure the greatest level of cooperation and collaboration with local and regional partners, the planning process included a project management team with staff from both cities, an advisory Agency Review Team (ART), and both cities' Planning Commissions.

Joint Council

Joint City Council meetings were held at key decision-making stages in the project with the Joint Council serving as the final decision-making body for the plan. There were five Joint Council meetings between October 2013 and December 2015. The purpose of Joint Council meetings was to approve Guiding Principles, determine jurisdictional boundaries select a preferred land use scenario, and approve the final concept plan. All Joint Council meetings were advertised and open to the public. Themes from the Joint Council meetings were further developed into the Guiding Principles and included:

- Meeting regional responsibility for jobs & housing
- Capitalizing on the planning area's assets
- Protecting existing neighborhoods
- Maintaining cities' unique identities
- Exploring creative approaches to land use, including integration of employment and housing
- Ensuring appropriate transitions between land uses
- Integrating high-quality design and amenities for employment

Project Management Team

The Project Management Team (PMT) was composed of each city's project managers, department directors, relevant staff, and project consultant (see Appendix J for full list of members).

The PMT met weekly to check the status of major deliverables, track and maintain a regular project schedule, coordinate materials for individual and Joint Council work sessions and meetings, plan public events and outreach strategies, and develop consistent messaging for project outcomes. The Project Consultant team representatives participated in the PMT meetings on a bi-weekly basis as needed. The plan's content was guided and produced by the project consultant team and reviewed by the PMT.

Agency Review Team

The Agency Review Team (ART) represented local service providers and regional partners, who advised staff members of both cities about regulatory and planning compliance (see Appendix J for full list of members). Input gathered from the ART was incorporated into the concept plan and included in regular staff updates to the Planning Commissions and City Councils. Involvement was required for some key agencies that needed to approve or concur with the concept plan, while other agencies were invited to participate in the planning process as their advice was needed on specific issues. Metro, CWS, Washington County, and the Sherwood, Tigard-Tualatin and West Linn-Wilsonville school districts participated in the ART to provide support and concurrence with the Concept Plan.

In addition to the above-mentioned, ART member agencies included the Oregon Department of Transportation (ODOT), Tualatin Valley Fire & Rescue, and the Bonneville Power Administration (BPA). Other agencies were invited to the planning process when their specific advice was necessary, specifically the City of Sherwood, City of Tualatin (including Planning, Community Development, Building, Community Services, Economic Development, Engineering, Parks and Recreation, and Public Works departments/divisions), City of Wilsonville (including Planning, Community Development, SMART Transit, Public Works, Engineering, Parks and Recreation, Natural Resources, and Building departments/divisions), Clackamas County, Northwest Natural, Portland General Electric, and Tri-Met. This collaborative analysis and joint decision-making set a framework for the Basalt Creek Concept Plan to have the greatest possible chance for success for the community.

The ART met three times throughout the project – in June and September of 2014, and then again in February 2016. The first meeting provided an opportunity to present an overview of the Basalt Creek Concept Plan project and process to the ART and inform members of key milestones and decision points where their input would be needed. The project consultant also presented the proposed methodology for the Existing Conditions report, particularly soliciting feedback on the market analysis, infrastructure analysis, and transportation analysis components. The second meeting served to solicit feedback from ART members on the draft Existing Conditions report, clarify issues surrounding infrastructure, provide an overview of public feedback, and present the land suitability analysis for review. The third meeting was held on February 19, 2016 to further discuss transit, parks and open spaces, schools, parks, and trails.

Information Gathering

The project consultant conducted research on the existing conditions and future needs in the planning area, as well as reviewed previous planning efforts affecting the area. This research included land use, transportation, the real estate market, geology, water and sewer infrastructure, stormwater, natural resources and parks. The Existing Conditions Report provides additional background information in Appendix A.

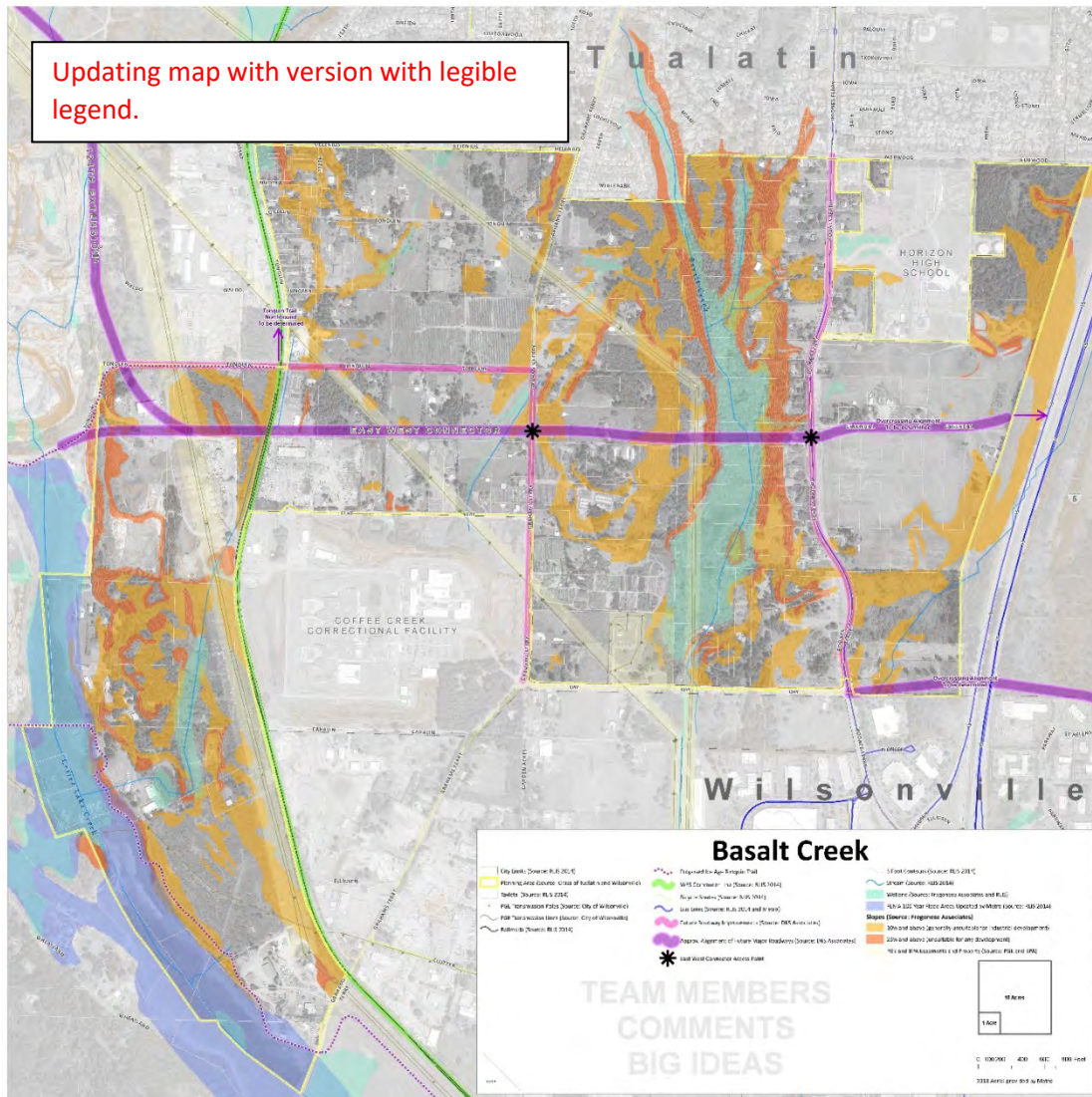
Public Involvement Plan

A Public Involvement Plan, developed by the PMT, was used to guide outreach strategies and events throughout the planning process (Appendix B).

Public Workshop

The planning process began with a community workshop for the Basalt Creek Concept Plan on June 17, 2014. This was a visioning workshop and open house attended by roughly 40 people and solicited input on priorities and preferences for future land use and transportation in the Concept Plan area. Key outputs included initial scenarios that identified important issues for the area, including a desire to keep the Basalt Creek Canyon as open space, the need for residential buffer areas, traffic challenges and ideas for new parks. Results indicated a preference for appropriate transitions between land uses and protection of existing neighborhoods, but an openness to a range of employment and commercial uses. Instant polling at the workshop was combined with the results of the online survey for a total of 160 responses from participants living both inside and outside the planning area. Survey results included a strong interest in public access to natural resources and were less focused on housing or industrial warehousing. This participation informed the establishment of Guiding Principles for the project.

Figure 3 Basalt Creek Planning Area Base Map for Workshop



Stakeholder Interviews/Focus Groups

The Basalt Creek planning process included over a dozen focus group meetings and stakeholder interviews with developers and property owners in June and July 2014. Developer discussions included industrial, office, retail, residential, and mixed-use development. Knife River, Coffee Creek Correctional, Ibach Citizen Involvement Organizations and the Chamber of Commerce from each City also provided input. These discussions focused on future industrial development types, housing preferences, land assembly, and employer amenities. Property owners expressed a desire for flexibility in land uses and concern over how development will impact quality of life in the area. Developers were concerned with industrial development types changing, along with changing housing preferences, the land assembly challenge, and what employers will consider amenities in the area. These discussions informed the Concept Plan's market analysis, land suitability analysis, building prototypes, development types and land use placements for testing different land use scenarios for the Planning Area.

Open House

A second open house was held on April 28, 2016 to share the draft Concept Plan elements, including land use, road network and improvements, transit, bike, pedestrian and trail network improvements, parks, natural areas, and infrastructure systems. Members of the public were invited to share feedback on the Concept Plan generally as well as specific options for future parks, natural areas, and the bike, pedestrian and trail network. Participants expressed general support for the preferred alternative presented at the Open House, and during instant polling, shared a desire to use the area for recreation, neighborhood parks and conservation areas.

Email and Website Updates

The Project Management Team (PMT) sent monthly updates to those on the interested parties list via email and to property owners via postal mail, which included approximately 300 people. Council and Planning Commission work sessions and updates were scheduled and held throughout the project, including before critical milestones and Joint Council meetings, all of which were open to the public and notice provided on City websites and the project website.

Scenario Testing and Concept Plan Development

What is Scenario Planning?

Scenario planning is a tool used to estimate the likely future effects of growth and development patterns in a specific area. This information helps local governments make decisions about what type of land use, transportation and infrastructure plans and policies will best meet community needs in the future. Scenario planning helps identify challenges and opportunities for desired growth and allows exploration of different approaches to achieve the community vision for an area. Unlike a plan, scenarios are very specific, intending to model likely future land uses. Learning from these, a plan can be developed to allow for several beneficial scenarios.

Scenario Planning for Basalt Creek

Scenarios were used to understand how different land use decisions, infrastructure investments, other regulations and policies might impact the future outcomes in Basalt Creek – and how well they achieve the guiding principles. The scenarios that were designed and tested for the Basalt Creek Planning Area integrated many different variables (such as different land uses and service areas) and the relationships

between those variables. By modifying the scenarios, the impact of different sets of decisions were able to be better understood.

The scenario testing for Basalt Creek sought to answer questions about the implications of various development and infrastructure options. Taken together, these questions formed objectives for the scenario evaluation.

- Where should the boundary between Tualatin and Wilsonville be?
- What combination of land uses is most appropriate for the area?
- What infrastructure is needed to support future development, and what will be the cost of that infrastructure?
- Which agencies will provide public services to different parts of the area?
- How will traffic generated by new development in this area impact traffic flows and congestion levels, both locally and regionally?
- How will the benefits and costs of serving the area be balanced fairly between Tualatin and Wilsonville?

The project team created and evaluated a Development Base Case and tested Alternative Development Scenarios. During the scenario development process, jurisdictional boundary discussions were ongoing and different scenarios considered different boundary alternatives. A series of five scenarios were developed in an ongoing iterative process that tested the following variables: various building prototypes, land use placements, the location and amount of different development types, location of the jurisdictional boundary, location of service boundaries, and design of infrastructure systems. The PMT also developed performance measures associated with the Guiding Principles, in addition to local and regional goals, to compare the different scenarios. As a complex set of conditions, the variables tested were interrelated and needed to be combined in scenarios to understand how changes in one variable impacted the others. These scenarios were vetted by the project’s PMT and each City Council, and then fully analyzed for the transportation, infrastructure, and land use implications.

Based on these analyses, discussions among the PMT, and feedback from the Joint Councils, a preferred scenario was developed. The preferred scenario became the basis for the Basalt Creek Concept Plan.

Final Plan Development

The final phase of the project included further refinement of the Concept Plan using the preferred scenario, setting the jurisdictional boundary, and drafting an implementation strategy for the Concept Plan.

The final Basalt Creek Concept Plan was designed to meet all the requirements associated with areas added to the urban growth boundary (see Title 11 Compliance Memo in Appendix C) and was forwarded to Metro for review. The Councils from the City of Tualatin and the City of Wilsonville each adopted the Concept Plan by resolution. Comprehensive Plan amendments and implementation strategies and tools are to be consistent with this Plan.

Clarification / Edits being made to this section to include:

Definitions for:

- Building prototype
- Development type
- Land use placement

What is the difference between location of development type and land use placement?

Citation where the findings for this evaluation can be found.

Concepts that Shaped the Plan

Guiding Principles

Guiding Principles represent the collective interests and goals for the Basalt Creek planning area as agreed to and established by the Joint Council. They provided a framework for gathering input and developing transparent and meaningful measures that helped inform the decision-making process for this plan (See Appendix D for Guiding Principles Memo).

1. Maintain and complement the Cities' unique identities
2. Capitalize on the area's unique assets and natural location
3. Explore creative approaches to integrate jobs and housing
4. Create a uniquely attractive business community unmatched in the metropolitan region
5. Ensure appropriate transitions between land uses
6. Meet regional responsibility for jobs and housing
7. Design cohesive and efficient transportation and utility systems
8. Maximize assessed property value
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

10 Considerations for Success

This section being finalized

In addition to the Guiding Principles, the Joint Council also identified ten key elements of implementing the Concept Plan that will support successful development in the Basalt Creek Planning Area:

1. **Sewer.** Each City will serve its own jurisdiction area independently, to the extent reasonably possible with the understanding that future agreements may be needed to address potential cooperative areas.
2. **Stormwater.** The Cities and Clean Water Services (CWS) acknowledge that they must comply with requirements established in their respective National Pollution Discharge Elimination System (NPDES) Municipal Separated Sewer and Storm System (MS4) permits. Much of the area is in a drainage basin that flows to Wilsonville. Each City will serve its own jurisdiction area independently. The Cities and Clean Water Services will adopt an Intergovernmental Agreement that addresses areas where cooperative storm water management is needed.

3. **Industrial Lands.** The Basalt Creek Concept Plan area is mapped and identified as an “Industrial Area” in Metro’s Title 4 Code. Recognizing the regional need for employment land, the Cities agree to preserve the employment uses identified by the Basalt Creek Concept Plan.
4. **Transportation Funding.** To achieve success in the Basalt Creek Concept Plan area, the Cities acknowledge that significant improvements will be needed to the existing and future transportation network as identified in the 2013 Basalt Creek Transportation Refinement Plan. In order to assure this network is completed, particularly given the impacts of regional traffic from the Basalt Creek Parkway, Tualatin and Wilsonville will partner with Washington County to prioritize projects and identify a cooperative funding strategy that considers local, county, regional, state, and federal funding tools .
5. **Future Regional Transportation Projects in the Basalt Creek Area.** To preserve the transportation network integrity in this employment area, the Cities will partner to work cooperatively with Washington County and Metro to evaluate future regional transportation projects and decisions, beyond those identified in the TRP, which could direct additional traffic to the Basalt Creek Concept Plan Area. Projects will be evaluated and decisions made that ensure system capacity and adequate regional funding is available to mitigate additional regional traffic in the Basalt Creek Planning Area.
6. **Trips.** The Cities will retain and maintain land uses that are consistent with the Concept Plan. Any proposed change in land use designation will be reviewed for impacts to the transportation system.
7. **Basalt Creek Parkway and I-5 Crossings.** The Cities acknowledge that the Basalt Creek Parkway and I-5 crossings identified in the TRP will become critical to successful industrial and employment growth in the Basalt Creek Planning Area. The Cities agree to jointly seek timely regional investments in these crossings to achieve regional industrial objectives.
8. **North-South Local Street (Kinsman Road).** Kinsman Road is planned as a local street both north and south of the jurisdictional boundary that will not connect to the Basalt Creek Parkway.
9. **Basalt Creek Canyon.** The Cities recognize the natural resource value of the Basalt Creek Canyon. Each city will at minimum comply with Metro Titles 3 and 13. The Cities also recognize the benefits of locating north/south trails near the Basalt Creek Canyon and bicycle connections that would connect the cities and other trail systems and be an asset for both residents and employees in the area.
10. **Public Transportation.** Robust transit services are critical to the high-quality employment envisioned in Basalt Creek. The Cities support SMART service in the City of Wilsonville, including all land to be annexed into Wilsonville. The Cities agree to coordinate efforts on how the two transit providers (SMART and TriMet) can best provide service throughout the area.

Planning Area Conditions

The project consultant team conducted research on the existing conditions and future needs in the planning area, as well as reviewed previous planning efforts affecting the area. The project team studied land use, transportation, the real estate market, geology, water and sewer infrastructure, stormwater, natural resources and parks.

Planning Context and Urban Growth Boundary

The Portland Metropolitan Area Urban Growth Boundary (UGB) includes three counties and 24 cities. Metro administers the UGB, which includes a mandatory six-year assessment of whether it includes sufficient land to accommodate 20 years of expected development for residential and job growth.

During the 2004 analysis, Metro identified a shortfall of industrial land and a study identified good candidates for industrial development by looking at soil classification, earthquake hazard, slope steepness, parcel size, accessibility to regional transportation and necessary services, , and proximity to existing industrial uses. Several areas of land identified as good candidates for industrial development were added to the UGB by Metro via Ordinance 04-1040B in 2004, two of which comprise the Basalt Creek planning area. The current 2040 Growth Concept Map identifies the Basalt Creek planning area as industrial, but the Ordinance does provide some flexibility to include housing in the planning area. The Ordinance identified outer neighborhood as a potential land use in the northern portion of the planning area, in order to provide some housing and a buffer for existing residential neighborhoods in Tualatin.

The industrial designation from Metro is defined within the Regional Framework Plan's Glossary as "an area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development shall not be considered a supporting use, nor shall retail users whose market area is substantially larger than the industrial area be considered supporting uses."

The Land

Landscape Context

The general character of the area's landscape was shaped by the Glacial Lake Missoula Ice Age floods, a series of cataclysmic floods that shaped the landscape of the Columbia River Gorge and the Willamette Valley during the last Ice Age. The Ice Age Tonquin Trail Master Plan describes the area as "comprised of upland prairie fragments, and oak and madrone woodlands. Rare wildflowers are found near basalt hummocks (scablands) to the west of the planning area, and rare reptiles (pond turtles) and amphibians (northern red-legged frogs) live in the kolk ponds." Remains from the Ice Age floods that can be seen in and around the Basalt Creek Planning Area include glacial deposits, scablands, kolk ponds (ponds formed by eddies during the Missoula Floods), and flood channels. The terrain includes significant slopes of more than 25% and with a change in elevation from 250 ft above mean sea level (amsl) to a maximum elevation of 350 ft amsl.

Existing Land Use

The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. There are areas of agricultural uses, including a nursery, landscaping supply, and blueberry farms. Existing industrial land users include gravel quarries and cement manufacturing in the northwest corner of the study area. The existing housing in the Basalt Creek area consists of detached single-family on large lots. A significant portion of single-family homes are located on the eastern edge of the Basalt Creek Canyon along Boones Ferry Road.

Adjacent Land Uses

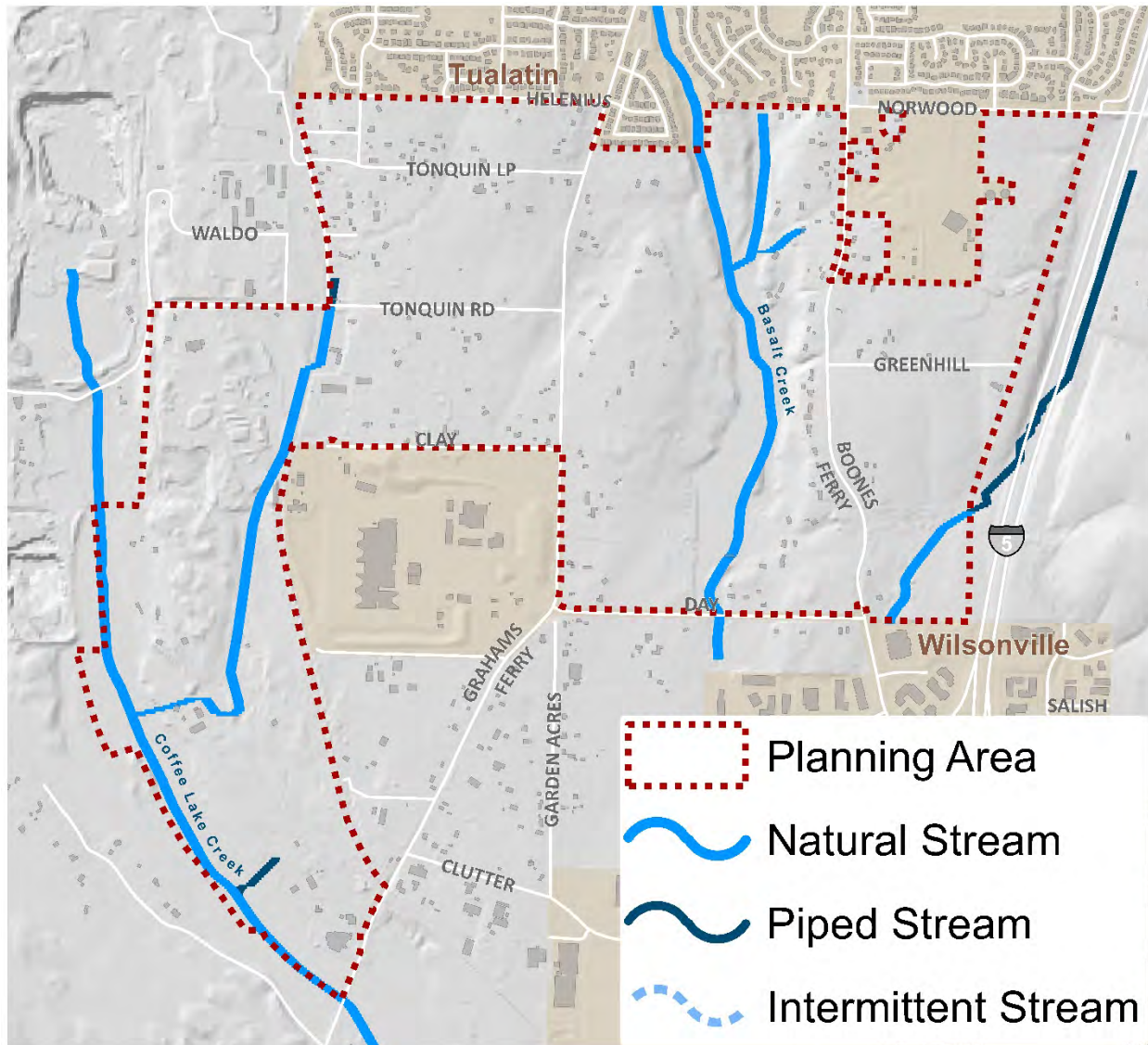
The planning area is bounded to the north by Tualatin residential neighborhoods, to the south by Wilsonville commercial and industrial uses, I-5 to the east, and to the west by Coffee Lake Creek, wetland habitat, and rural and industrial lands.

- The southernmost residential neighborhoods of Tualatin, including recently-built subdivisions such as Victoria Gardens, are located to the north of the planning area. These neighborhoods are zoned a mix of low- and medium-low density residential and are comprised primarily of high-quality, detached, single-family homes. Also to the north is the 30-acre campus of Horizon High School. The campus is bordered on three of its sides by the planning area.
- To the west, the planning area is bordered by unincorporated portions of Washington County including the Southwest Tualatin Concept Plan area where active quarries and an asphalt plant are located, which falls in the Basalt Creek Planning Area along the Portland and Western Railroad . Further west of the Southwest Tualatin Concept Plan area is the Tonquin Employment Plan area which falls within the City of Sherwood's urban planning area. Most of this land is undeveloped or vacant at this time. This language is being clarified.
- South of the planning area are existing and planned commercial, office and industrial uses located within the City of Wilsonville. The employment areas around SW Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. The Coffee Creek Planning Area abuts the Basalt Creek Planning Area along the south side of Day Road and south and west to the existing Wilsonville city boundary. The City adopted a Master Plan and Industrial Form-based Code for this area to create a high caliber business district.
- Adjacent to the southern border of the Planning Area is Coffee Creek Correctional Facility. This is a state-owned correctional facility with 1,250 female inmates, and a fluctuating number of male inmates (around 400) undergoing intake until they are transferred to another facility. The Correctional Facility employs 435 people with day and nighttime shifts comprising a 24-hour workforce.

Natural Resources

Land suitability studies for this area identified constrained lands including 18,845 feet of natural streams; 789 feet of underground or covered streams, defined as water that flows under the surface in a definite channel; and 1,402 feet of intermittent streams in the planning area. The two main streams are Basalt Creek (also known as Seeley's Creek or Tappin Creek) and an unnamed, intermittent creek to the west. This language is being clarified.

Figure 4 Map of Streams by Category



Coffee Lake Creek forms the western boundary of the planning area. There are also 69 acres of wetlands (8% of the planning area), including 49 acres of open water in the planning area.

There are 116 acres of land designated by Metro as Water Quality and Flood Management Areas. Following Metro’s designations and associated regulations, local jurisdictions determine development rules and requirements that affect these areas. Clean Water Services, who regulates environmental lands in the City of Tualatin and elsewhere in Washington County and the City of Wilsonville, have local ordinances in place that go beyond the level of conservation otherwise required by Metro. Existing local standards from each City would apply upon annexation of property into either Wilsonville or Tualatin.

Buildable Lands Assessment

A buildable lands assessment for the Basalt Creek Planning Area (see Appendix E) screened out parcels where there is limited or no development potential to identify the places where development is most suitable given the environmental and regulatory context. There is a range of factors that influence

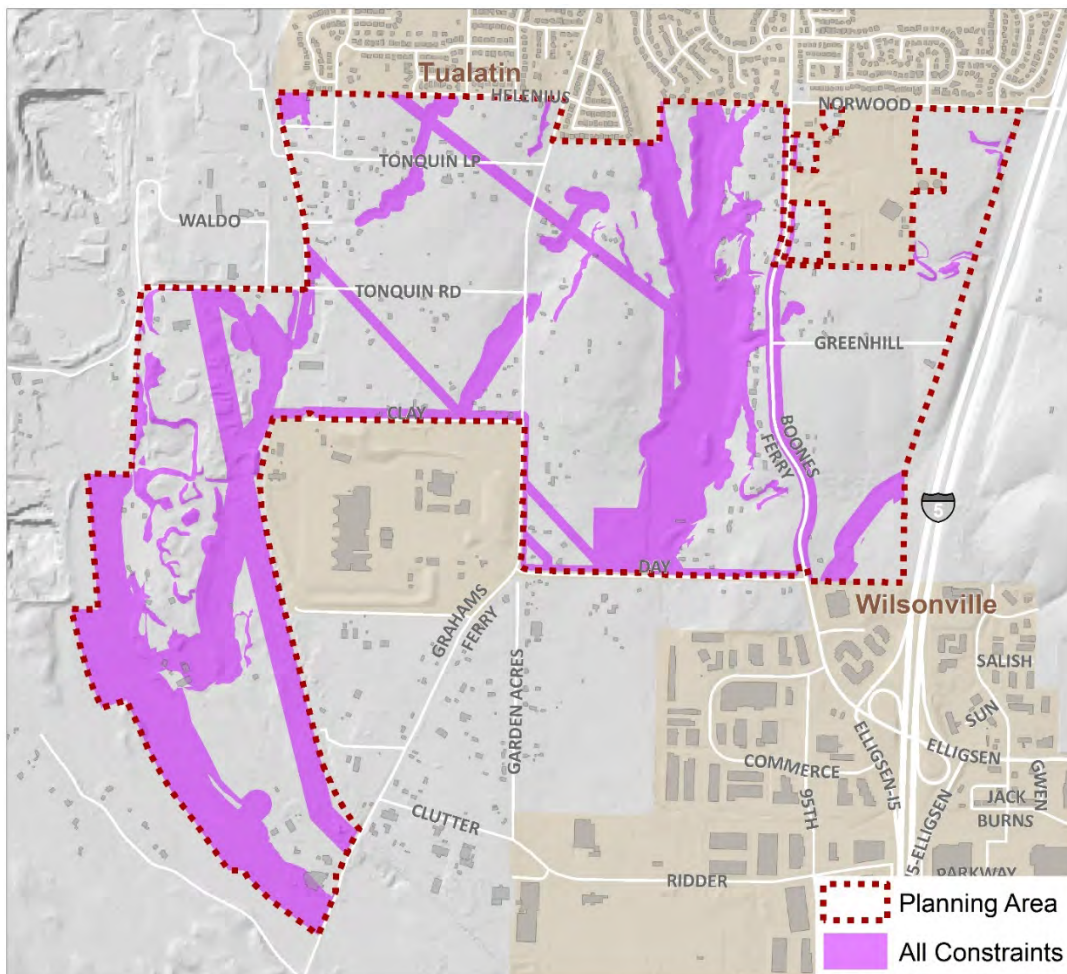
development potential within the planning area, but they can be divided into two categories: hard and soft constraints. Hard constraints are either physical attributes or legal requirements that prohibit new development. These areas are excluded from the analysis. Soft constraints are where physical attributes or legal requirements allow some development with guidance on appropriate land uses and development densities. Assumptions regarding the amount of development in these areas followed Metro guidelines calling for restrained development.

Land Suitability Analysis

Determining the development capacity for the planning area starts with the buildable lands assessment and then further analyzes the land supply to estimate development capacity on any given parcel. The planning area includes land that is constrained by streams and easements. This land supply analysis then evaluates existing land uses, as provided by tax lot data via Metro’s Regional Land Information System (RLIS), visual surveys of the area via aerial photographs and online tools such as Google Earth, and site visits for verifying stream conditions and alignments.

After completing this more detailed review of the land supply to determine development suitability, the land suitability analysis is combined with the buildable lands assessment to remove constrained land and to create a geographically referenced database of developable land within the planning area.

Figure 5 **Map of Hard Constraints within the Basalt Creek Planning Area** *Title of map being clarified with what is in table.*

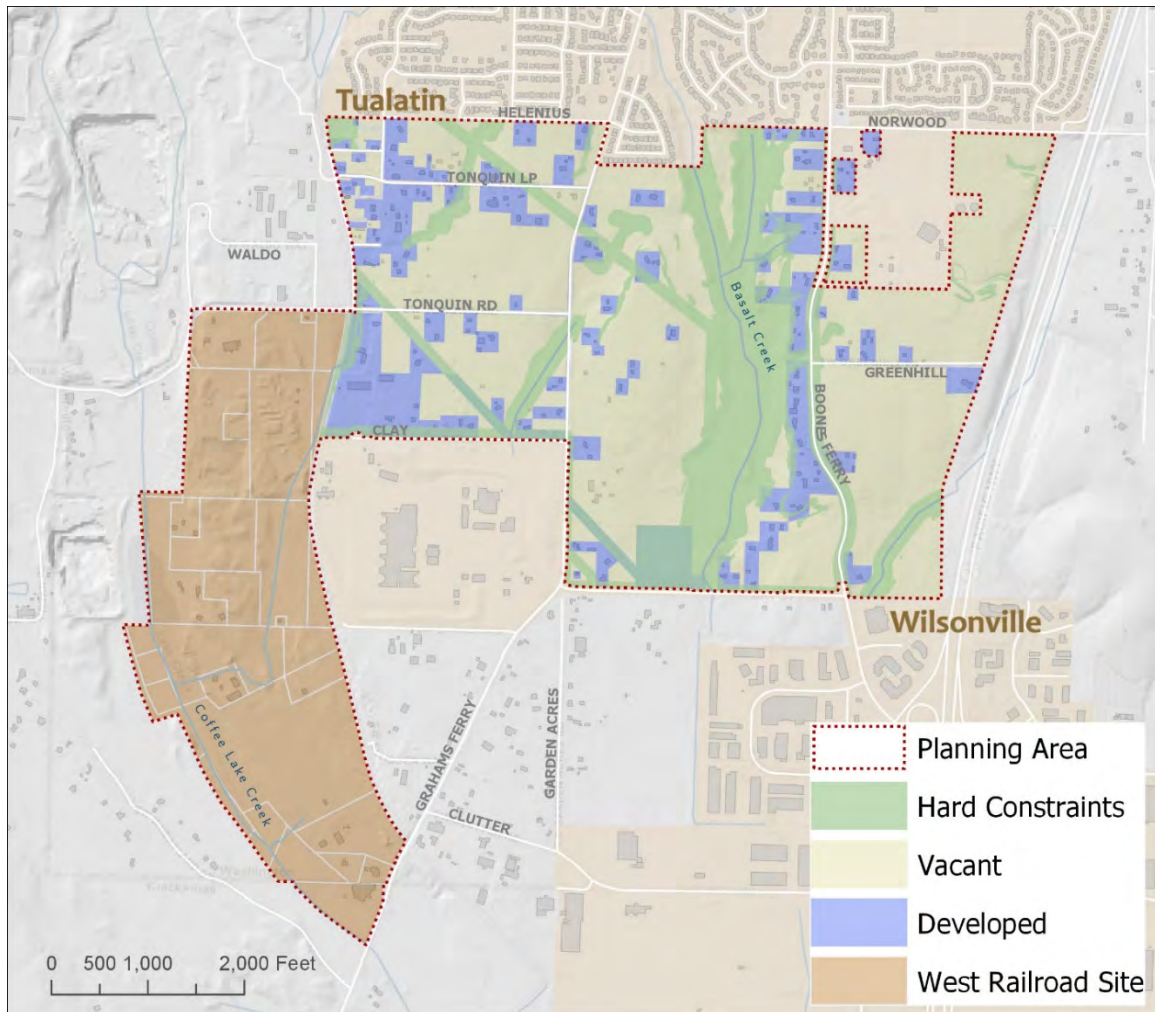


The goal is to classify every parcel within the planning area into one of the categories described below:

Table 2 Land Supply within the Basalt Creek Planning Area by Type and with Acreage

Land Supply by Type and Acreage		
Land Type	Acres	Description
Vacant Land	331	Unconstrained land that is ready to build with no major structures located on the site
Developed Land	125	Land already built upon which includes acreage covered by roadways
Constrained Land	153	Land that cannot be built upon due to environmental or other hard constraints
West Railroad Area	238	Explanation to be added
Total Land Supply	847	

Figure 6 Land Supply by Type



There were no redevelopment assumptions incorporated in this analysis. The values associated with the existing buildings were high enough to preclude redevelopment for purposes of determining the development types used during scenario testing. Thus, the developable land estimate for the planning area is 331 acres. This analysis forms the foundation for determining land use and development capacity on each parcel in the Planning Area. The final development alternative and capacity analysis for the Planning Area excludes the West Railroad site from development due to the large amount of **natural constraints (to be defined)** on the land and limited access. **Citations to analysis to be added**

Infrastructure and Services

Roadways

The concept plan looked at the existing transportation system and the planned transportation system developed as part of the Basalt Creek Transportation Refinement Plan (TRP) (Appendix I), which includes phased investments to support regional and local transportation needs through 2035. The plan provides 18 transportation investments broken into short, medium and long-term projects, all of which are important to ensure that the transportation network functions at acceptable levels over time. The key element is the East-West Connector to 124th Avenue extension, the future and partially constructed Basalt Creek Parkway.

Sanitary Sewer

Currently, no sewer service is provided to the planning area. Existing homes use septic systems. Wastewater conveyance to the south of the planning area is under jurisdiction of the City of Wilsonville. Sewer service to the north of the planning area in Tualatin is provided by the City of Tualatin and Clean Water Services.

The nearest treatment facility to the north of the planning area is the CWS Durham Advanced Wastewater Treatment Facility (AWTF). Eight gravity sewer mains exist near the north planning area boundary that could provide connection points for wastewater from the Basalt Creek plan area into the Tualatin collection system. The Victoria Woods Pump Station and associated force main are also located just to the north of the planning area boundary. From these connection points, wastewater flows by gravity toward the AWTF, crossing the Tualatin River via the Lower Tualatin Pump Station in Tualatin Community Park. Pump stations will be required to lift flows from the planning area into the existing gravity system. Expansion of the service district area to include Tualatin's portion of the Basalt Creek planning area needs to be approved by Clean Water Services at time of Annexation.

The nearest treatment facility to the south of the planning area is the City of Wilsonville Wastewater Treatment Plant (WWTP), located approximately 3.2 miles south of the planning area. This facility was recently expanded to accommodate growth within the current city limits and allow for additional buildout to accommodate growth outside the city limits in Urban Growth Boundary expansion areas. Approximately half (300 acres) of the Basalt Creek planning area was accounted for in the year 2030 build-out capacity assessment conducted as part of the facility expansion.

The City of Wilsonville's Coffee Creek Master Plan identifies a new sanitary main line to be constructed. After the adoption of that plan, more analysis was completed and determined the appropriate location of the sanitary sewer line to be along Garden Acres Road from Rider and extending north to near Day Road and then continuing up Grahams Ferry Road. A second sanitary sewer line will extend from Garden Acres east and north to Day Road. These lines are intended to provide conveyance of wastewater within

the Coffee Creek area and are also intended to serve flows from the Basalt Creek planning area to the WWTP. The Sanitary Sewer Collection System Master Plan has analyzed a range of potential flows from the Planning Area.

The Tualatin Sanitary Sewer Master Plan Update is currently being updated and includes Basalt Creek as a sewer basin. The City of Wilsonville updated its Sanitary Sewer Collection Systems Master Plan (MSA, 2014) which included Basalt Creek as a contributing area. The resulting updated master plans identify the improvements needed to increase the capacity of each system to convey flow from the Basalt Creek Planning Area.

Drinking Water

The Basalt Creek planning area currently has no municipal water infrastructure in place. Tualatin currently purchases its municipal water from the Portland Water Bureau. The City of Wilsonville receives its potable water from the Willamette River. Based on the topography, the Basalt Creek planning area could be served from the south through The City of Wilsonville's distribution system or from the north through the City of Tualatin's distribution system. Lower elevations of the Basalt Creek planning area can be adequately served through existing lines in Wilsonville's Pressure Zone B.

Stormwater

Existing stormwater infrastructure consists of roadside drainage ditches and culverts. Culverts in the planning area are under the jurisdiction of Washington County and may not have capacity for future urban conditions. Culverts to the south of the planning area are part of the City of Wilsonville stormwater system. The City of Tualatin has jurisdiction over the stormwater conveyance system to the north of the planning area. Culverts may need to be upsized to provide adequate capacity for runoff from new impervious areas, unless onsite retention or infiltration is required.

Basalt Creek itself flows to the south into Wilsonville as part of the Coffee Lake Creek Basin. Basalt Creek discharges into the Coffee Lake wetlands. Coffee Lake Creek flows south from the wetlands and combines with Arrowhead Creek before discharging to the Willamette River.

The City of Wilsonville's 2012 Stormwater Master Plan identifies capital improvement Project CLC-3 to restore a portion of the Basalt Creek channel, west of Commerce Circle, to increase capacity. The master plan also identifies Project CLC-1 for construction of a wetland for stormwater detention purposes, north of Day Road, to serve an area that includes the Basalt Creek planning area. The July 2014 Updated Prioritized Stormwater Project List identifies CLC-3 as a mid-term project (6 to 10 years) and CLC-1 as a long-term project (11 to 20 years).

Locations where stormwater runoff from the Basalt Creek plan area could connect to existing stormwater infrastructure will require evaluation of the conveyance systems at time of development.

Schools

The study area falls within the Sherwood School District, which has an estimated enrollment of 5,158 and includes four elementary schools, two middle schools, Sherwood High School, and Sherwood Charter School. As development occurs, capacity will need to be determined.

The planning area is near Tualatin High School, one of two high schools in the Tigard-Tualatin School District. The district also includes three middle schools and ten elementary schools. It serves 12,363 students overall. Horizon Christian High School (private) has 160 students enrolled on their campus with a vision of serving up to 1,000 students in the future.

Staff is seeking more information in these sections similar to sewer/water/storm that includes future needs, relevant information on where existing nearby resources are their relationship to the planning area and how we should plan for trails / parks in Basalt Creek.

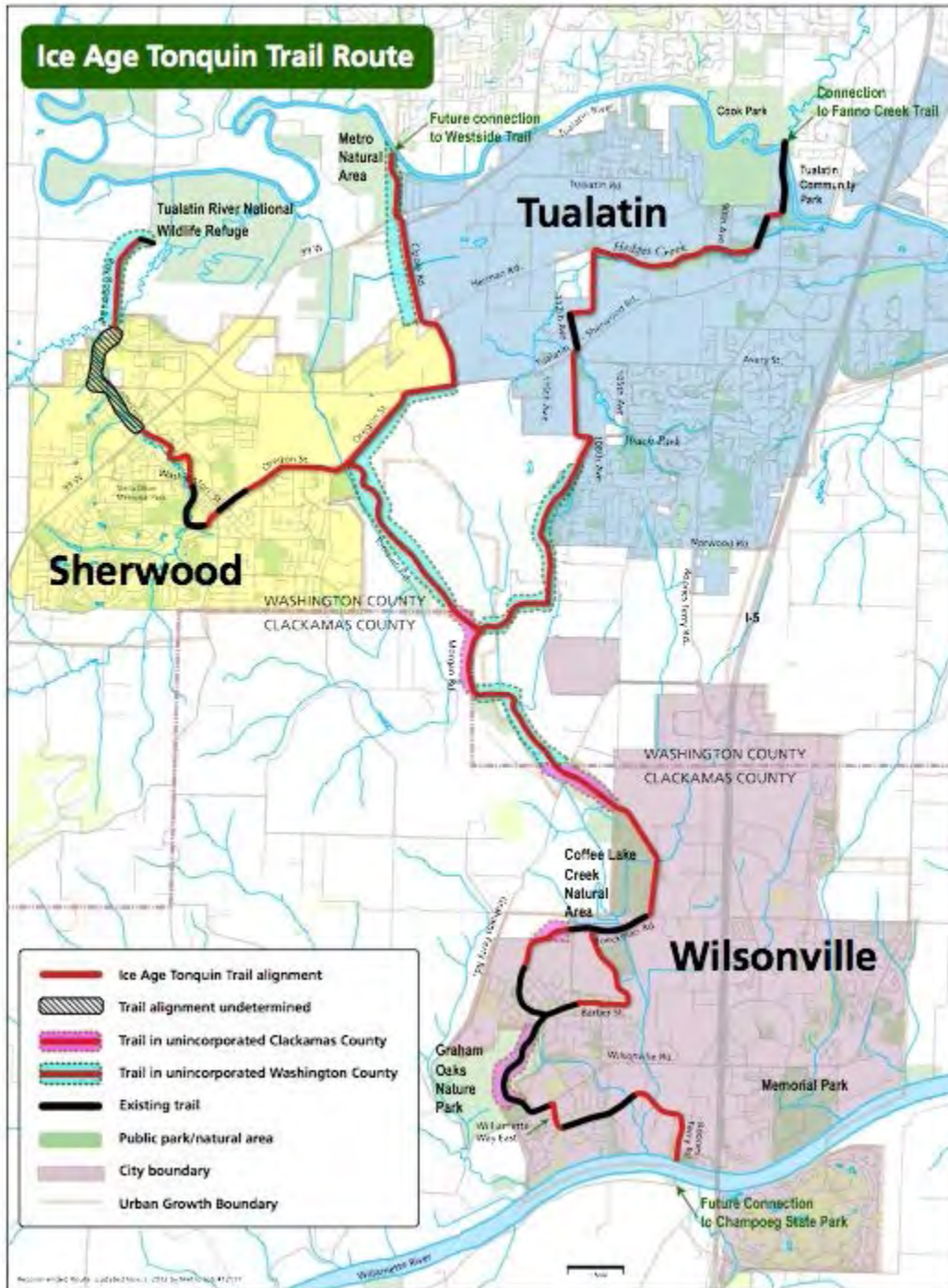
Parks

Wilsonville Parks owns and maintains 16 different public parks. City of Tualatin Parks and Recreation owns and maintains 9 different parks. None of these are within the planning area.

Trails

Metro's Ice Age Tonquin Trail Master Plan provides a framework for local and regional jurisdictions to embark on trail implementation efforts. The proposed trail alignments show about 22 miles of trails connected through Tualatin, Wilsonville and Sherwood, and includes a section traversing the Basalt Creek planning area.

Figure 7 Map from Ice Age Tonquin Trail Master Plan



Market Analysis

A market analysis (Appendix F) to identify the expected development potential for the Basalt Creek area as a future industrial and urban growth area was conducted by Leland Consulting Group.

The planning area is contiguous with a number of other employment and industrial areas in the southwestern part of the Portland metropolitan region. The market area for the concept plan includes the cities of Tualatin, Wilsonville, and Sherwood, as well as some surrounding areas. Each of these three cities is expecting business expansion and job creation. Viewed together, these areas comprise one of the largest industrial and employment clusters in the region.

Both Tualatin and Wilsonville have seen significant industrial and office development during the past three decades. Industry clusters in which the two cities are already highly competitive are expected to continue and provide significant business and job growth in the future. These include advanced manufacturing, corporate and professional services, health care and related fields, and other specific industrial clusters such as food processing and light manufacturing. The amount of industrial development (including warehousing, production, flexible office/industrial space, high tech, etc.) in both cities is significantly larger than the amount of office development. Office development—nationally and regionally—is not expected to bounce back from the recession with the same resiliency as industrial space.

Employment development in the planning area will benefit from a number of competitive advantages. A major feature and competitive advantage of this “Southwest Metro” employment cluster in general, and the Basalt Creek Planning Area in particular, is its immediate access to I-5, the west coast’s most important transportation route. Additional advantages are access to I-205, Highway 217, nearby arterial roads, and transit service, a growing and educated workforce, and established and expanding industry clusters nearby. Employment corridors are located along transportation arterials that include the 124th Avenue Extension and the Basalt Creek Parkway located east west along the future jurisdictional boundary.

The market area’s location and current demographics are also encouraging for new housing development. The planning area is immediately south of several south Tualatin residential neighborhoods, which contain attractive parks, street trees, and schools. The neighborhoods create a positive environment for residential development along the northern edge of the Basalt Creek Planning area.

The planning area is already served by several major regional and sub-regional retail nodes located nearby—Bridgeport Village, central Tualatin, and Wilsonville’s Argyle Square. Any commercial space built in Basalt Creek will primarily serve local residents and employees, as is consistent with Metro’s employment area designation.

Concept Plan for Basalt Creek

Concept Plan Overview

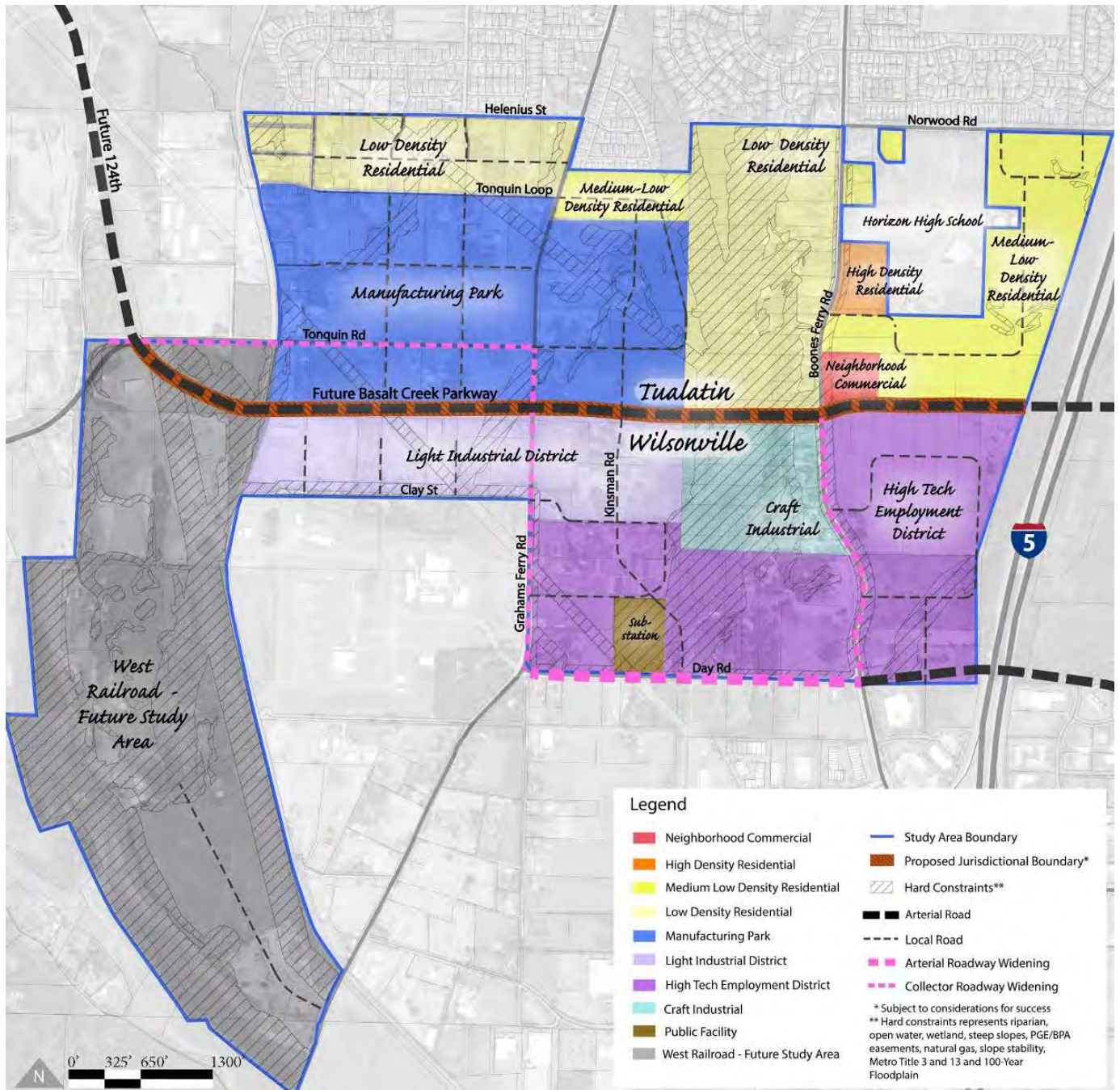
The Basalt Creek Concept Plan guides development within the planning area over the next fifty years. It identifies preferred land uses across the area and coordinates future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County. The partnership between the two cities which shaped this Plan must continue during implementation in order to drive successful development in the future.

In Ordinance No. 04-1040B, The Metro Council concluded that the Basalt Creek Planning area can be planned for industrial use given there are urban services in the vicinity and that urbanization will have no effect on agricultural practices on adjacent land due to its isolation from agricultural activities. The Metro Council identified the area as the most suitable exception area under consideration for warehousing and distribution, a significant industrial need facing the region. The land use framework for the concept plan supports job growth in the area, while preserving natural space, buffering residential areas, and improving connectivity throughout the planning area.

Key considerations and conclusions informed the Basalt Creek Concept Plan:

- While there is a unified Concept Plan for the Basalt Creek area, it was also important to customize the land use types and implementation measures for each city.
- Natural features, topography, and future roads identified in the Basalt Creek Transportation Refinement Plan influenced infrastructure service areas and the jurisdictional boundary.
- Operating separate infrastructure systems along the jurisdictional boundary affords each jurisdiction the ability to develop and manage their own public utility systems.
- The topography and geology in this area may present development challenges and infrastructure costs may be higher than average.
- Various employment types impact performance of the transportation system differently; for example, retail uses generate more trips than industrial or warehousing.
- There are uncertainties in estimating assessed value and property tax revenue of future development due to unpredictability of the market and the extent to which the modeled development types will be built over time; likewise, it is difficult to accurately estimate SDC revenue for future development.
- West Railroad has significant environmental, infrastructure, and transportation constraints and costs to serve new development; this area is less likely to develop than the rest of planning area. If and when there is development interest, future planning would need to be conducted.

Figure 8 Basalt Creek Land Use Concept Map



Language about boundary to be added.
And gross acreage per city.

Jurisdictional Boundary, Land Use and Development

The land use patterns in the Concept Plan are responsive to the setting and to the existing conditions. Since the area is well suited and intended for industrial uses, much of the planning area is designated for employment land uses. The Concept Plan land use pattern also anticipates the inclusion of transitional areas via development design standards to buffer new industrial land from adjacent existing uses and neighborhoods.

The land use designations on the map represent real-world development types. Each development type (i.e. Manufacturing Park) is defined by a set of buildings, which are based on real buildings in each of the cities. Tualatin’s land use designations which are north of the jurisdictional boundary are consistent with its current development code, and Wilsonville’s land use designations, south of the jurisdictional boundary, are consistent with its current development code.

Using the land suitability analysis, and looking at adjacent land uses, the project team identified appropriate land use designations for properties within the planning area. These land use designations were further refined, and appropriate densities selected to provide for regional employment capacity and housing while also maintaining traffic counts consistent with the Transportation Refinement Plan (TRP).

Tualatin land uses include a mix of residential and employment development types, with the housing land use designations in the northern and northeastern portions of the Planning Area. The Plan calls for a small retail node just east of the Basalt Creek Canyon located to serve residents and workers. Wilsonville land uses include a mix of employment development types and a modest opportunity for live/work housing. These land uses support adjacent and nearby industrial areas such as the Coffee Creek Industrial Area and provide flexibility to meet a range of market demands. These uses could also be a good fit for the City’s Industrial Form-based Code, recently adopted for the Coffee Creek Industrial Area, if the City wanted to extend it north into Basalt Creek.

Development Types

Explanation or reference to be added re: how the number of jobs was derived.

Table 3 Summary of Development Types Identified for Basalt Creek Planning Area by Jurisdiction

Jurisdiction	Land Use Designation	Buildable Acreage	Households		Employment	
			Count	Density per Gross Acre	Count (jobs)	Jobs per Gross Acre
Tualatin	High Density Residential	3.36	67	19.9	-	-
	Medium-Low Density Residential	59.83	374	6.3	-	-

	Low Density Residential	24.83	134	5.4	-	-
	Neighborhood Commercial	2.89	-	-	33	11.3
	Manufacturing Park	92.95	-	-	1,897	20.4
	Functionally Unbuildable	10.37	-	-	-	-
	Tualatin Subtotal	194.23	575		1,929	
Wilsonville	Craft Industrial	1.25	6	4.8	27	21.7
	Light Industrial District	35.30	-	-	581	16.5
	High Tech Employment District	94.47	-	-	1,916	20.3
	Functionally Unbuildable	5.62	-	-	-	-
	Wilsonville Subtotal	136.64	6		2,524	
Total		330.87	581		4,453	

Tualatin

Employment. The Concept Plan allocates substantial land as Manufacturing Park, which is expected to accommodate 1,897 new jobs. The Manufacturing Park is located along the northern edge of the future Basalt Creek Parkway on the land west of Basalt Creek Canyon, including both sides of Tonquin Road and Graham’s Ferry (as shown on the above map).

Housing. Most of the remaining land north of the proposed Basalt Creek Parkway (beyond employment land) is allocated to a mix of residential uses at varying densities. The Concept Plan organizes residential land uses into two general areas that are intended to have easy access to services and be connected to parks, schools, and natural areas. (1) The plan focuses the lowest density housing (a mixture of low-density and medium-low density) along the northern portion of the study area and low density along the west side of Boone’s Ferry Road, adjacent to existing neighborhoods of Tualatin. This land is expected to accommodate 146 new housing units. (2) The eastern portion of the Tualatin study area is anticipated to be a mixture of high and medium-low density residential; the land immediately east of Boones Ferry Rd is intended for high density housing; The remainder of the land east and south of Horizon School is planned for medium-low density residential. This eastern subarea is expected to accommodate 407 new housing units in Tualatin. This land is in close proximity to the intersection between Boones Ferry Road and the new Basalt Creek Parkway.

Commercial. Neighborhood Commercial is planned north of the jurisdictional boundary and east of the Basalt Creek Canyon at, or near, the northeast corner of the intersection of Boones Ferry Road / Basalt Creek Parkway. It is intended to serve local residents and workers.

Wilsonville

High Tech Employment District. The majority of the buildable acres in the study area south of the proposed Basalt Creek Parkway are devoted to a mix of higher-density employment land. The High Tech Employment District is expected to accommodate the largest number of jobs (1,916) with a mix of warehousing, manufacturing and office buildings. This land use is located in the southern and eastern sections of the study area, covering all Wilsonville land east of Boones Ferry Road and most of the land south of Clay Street extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the new Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller-scale commercial uses, which may include live-work units. These envisioned development types respond to the topography on those parcels and their location directly south across the Parkway from residential land and southwest of the neighborhood commercial node across the Parkway in Tualatin. Craft Industrial is a better fit with those surrounding uses, providing a transition to the higher intensity employment uses to the south. This area allows less than 20 percent residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work units.

Light Industrial District. This land is located across the southern edge of the future Basalt Creek Parkway just north of Coffee Creek Correctional Facility and will be able to accommodate 581 new jobs primarily in warehousing and light manufacturing.

West Railroad Future Study Area

The West Railroad area is divided from the rest of the study area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat (as seen in Figure 5), steep slopes, and fragmented property ownership. Initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure due to its location. These initial cost estimates for the infrastructure are included in Appendix G (Basalt Creek Concept Plan Transportation Technical Analysis and Solutions Memo) and Appendix H (Basalt Creek Concept Plan Infrastructure Technical Memo). Topography and the PNWR line also create a relative separation between this area and the rest of the Basalt Creek Planning Area as well as access issues for freight trucks. Given these constraints, the area has potential for resource conservation and future public access to nature. Additional land uses may be appropriate but will need further analysis.

Because it is considered to have much lower development potential than the rest of the planning area, a future land use scenario was not created for this area at this time – it is being considered an area for future study and consideration. Once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. West Railroad is south of the Basalt Creek Parkway and in future City of Wilsonville jurisdiction. Wilsonville’s Comprehensive Plan amendment to adopt this Concept Plan will include a designation of Area of Special Concern for the West Railroad Area. The area will require a rezoning process before any development occurs.

Transportation

Key Transportation Solutions

The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area (attached as Appendix I). The TRP must also coordinate with plans for the area as set out in the Metro Regional Transportation Plan.

The Basalt Creek Parkway, of which the segment between 124th Avenue/Tonquin Road to Grahams Ferry Road is already under construction, is the major east-west arterial through the area. The Parkway allows for limited local access providing important freight connections between Tonquin, Southwest Tualatin, and Basalt Creek Employment Areas to I-5. It also serves as a future jurisdictional boundary between Tualatin and Wilsonville.

Additional road improvements are necessary to handle projected traffic levels as the area develops, including adding capacity to north-south collectors and Day Road as well as two additional I-5 crossings (at Day Road and Greenhill). As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future transit system.

Prior to land annexing into either city, a cooperative funding strategy needs to be agreed upon between the City of Wilsonville, the City of Tualatin, and Washington County in order to build out the transportation network as set forth in the TRP.

Roadway Network

The roadway network for the Basalt Creek Concept Plan is shown in Figure 9 on Page X. The planned roadway network includes the projects and facilities described in Table 4 below, with two exceptions. The East-West Arterial Overcrossing is not included on Figure 9 as that segment of the Basalt Creek Parkway is anticipated to be constructed after 2035 and beyond the planning horizon for the Concept Plan. The second project, the Kinsman Road Extension from SW Ridder Road to SW Tonquin Loop Road, as shown in Figure 9, is no longer proposed as a collector, but rather, a local street. Figure 9 depicts where local streets may be needed to provide access and circulation to existing development and developable parcels.

Table 4 2014 TRP Projects Assumed for 2035 Forecasting

Project Number	Project and Description	TRP Time Period	In Place by 2035?
10736	124 th Ave. Extension (Tualatin-Sherwood Rd. to Grahams Ferry Rd.) – new two-lane roadway extension	2014-2017	Yes
11243	Day Rd. (Grahams Ferry Rd. to Boones Ferry Rd.) – widen to five lanes	2018-2024	Yes
10588	Grahams Ferry Rd. (Helenius St. to county line) – widen to three lanes	2025-2032	Yes
10590	Tonquin Rd. (Grahams Ferry Rd. to Oregon St.) – widen to three lanes	2025-2032	Yes
11438	Tonquin Rd./Grahams Ferry Rd. – add traffic signal	2025-2032	Yes

11469	124 th Ave. Extension (Tualatin-Sherwood Rd. to Grahams Ferry Rd.) – widen to five lanes	2025-2032	Yes
11470	East-West Arterial (Grahams Ferry Rd. to Boones Ferry Rd.) – new five-lane roadway extension	2025-2032	Yes
11487	Boones Ferry Rd. (East-West Arterial to Day Rd.) – widen to five lanes	2025-2032	Yes
11488	Boones Ferry Rd./Commerce Circle/95 th Ave. – Intersection improvement and access control	2025-2032	Yes
11489	Boones Ferry Rd./I-5 Southbound – add second southbound right turn lane on ramp	2025-2032	Yes
11490	Day Rd. Overcrossing (Boones Ferry Rd. to Ellgsen Rd.) – new four-lane roadway extension/overcrossing of I-5	2033-2040	Yes
11436	East-West Arterial Overcrossing (Boones Ferry Rd. to east side of I-5) – new four-lane roadway extension/overcrossing of I-5	2033-2040	No

The Cities agreed to a local street classification for Kinsman Road. In part because SW Kinsman Road between SW Ridder Road and SW Day Road was dropped from the Wilsonville TSP's list of likely funded projects in favor of using Garden Acres as the collector to maximize land use efficiency in the Coffee Creek Master Plan Area. The Cities ultimately agreed to this change in classification as it will still maintain the functionality of the transportation network in the Basalt Creek Planning Area. The project team tested Kinsman Road within the transportation model. Intersections at SW Grahams Ferry Road/SW Day Road experience increased traffic volumes as drivers that might have used the Kinsman Extension use SW Grahams Ferry Road south of SW Day Road instead. However, all intersections meet future mobility standards under both Kinsman as a local street as well as the full Kinsman collector alternative.

Kinsman Road, a local street, will connect SW Tonquin Loop Road to SW Day Road. This means the SW Kinsman Road/SW Day Road intersection is stop-controlled, and not signalized as planned in the TRP. It will require a grade-separated crossing of Basalt Creek Parkway, given the Parkway's limited number of future intersections and requires coordination with Washington County.

Figure 9 Transportation Preferred Alternative 2035 updates and quality of map to be addressed, including added Kinsman as a local street. Also a description of map to be added.

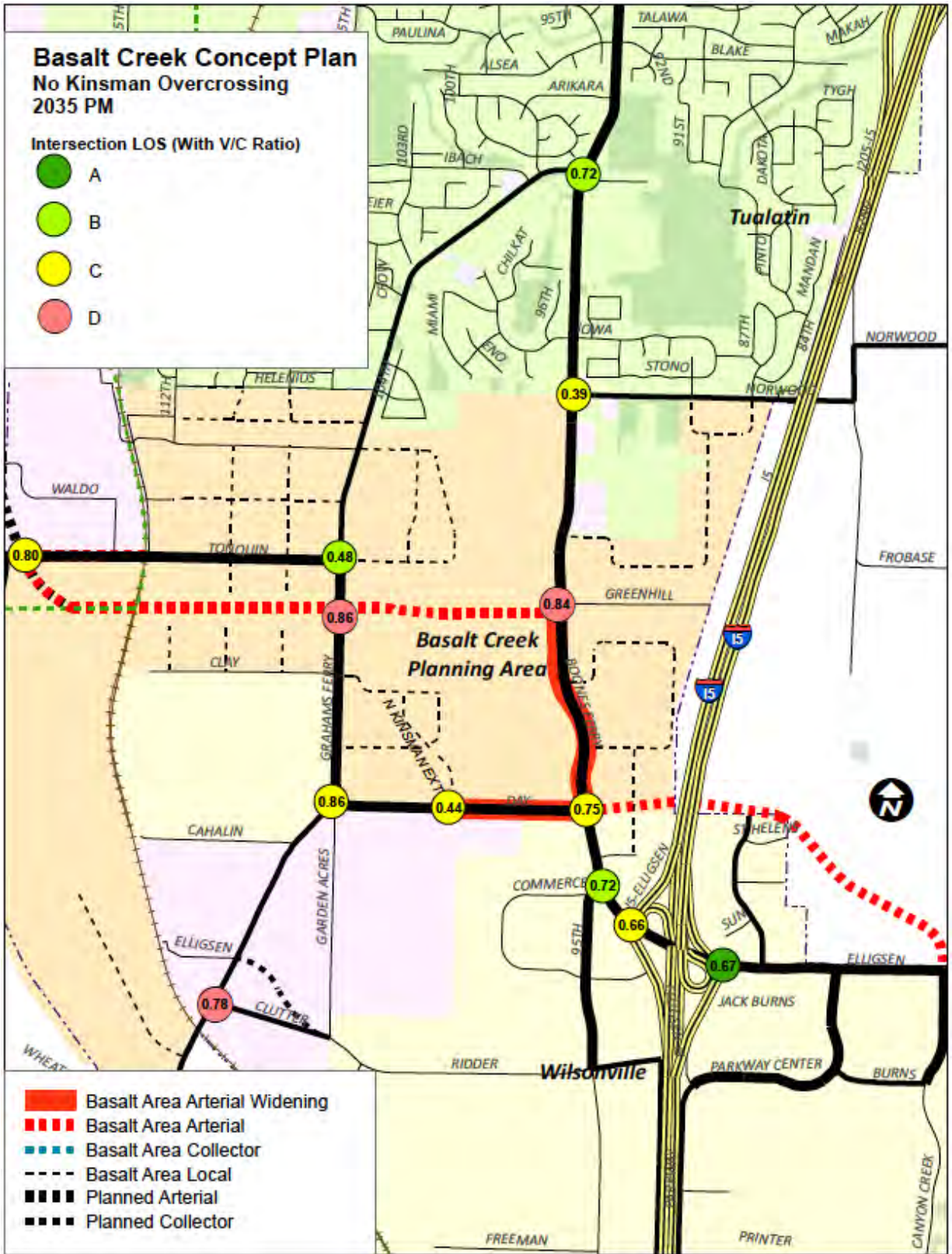


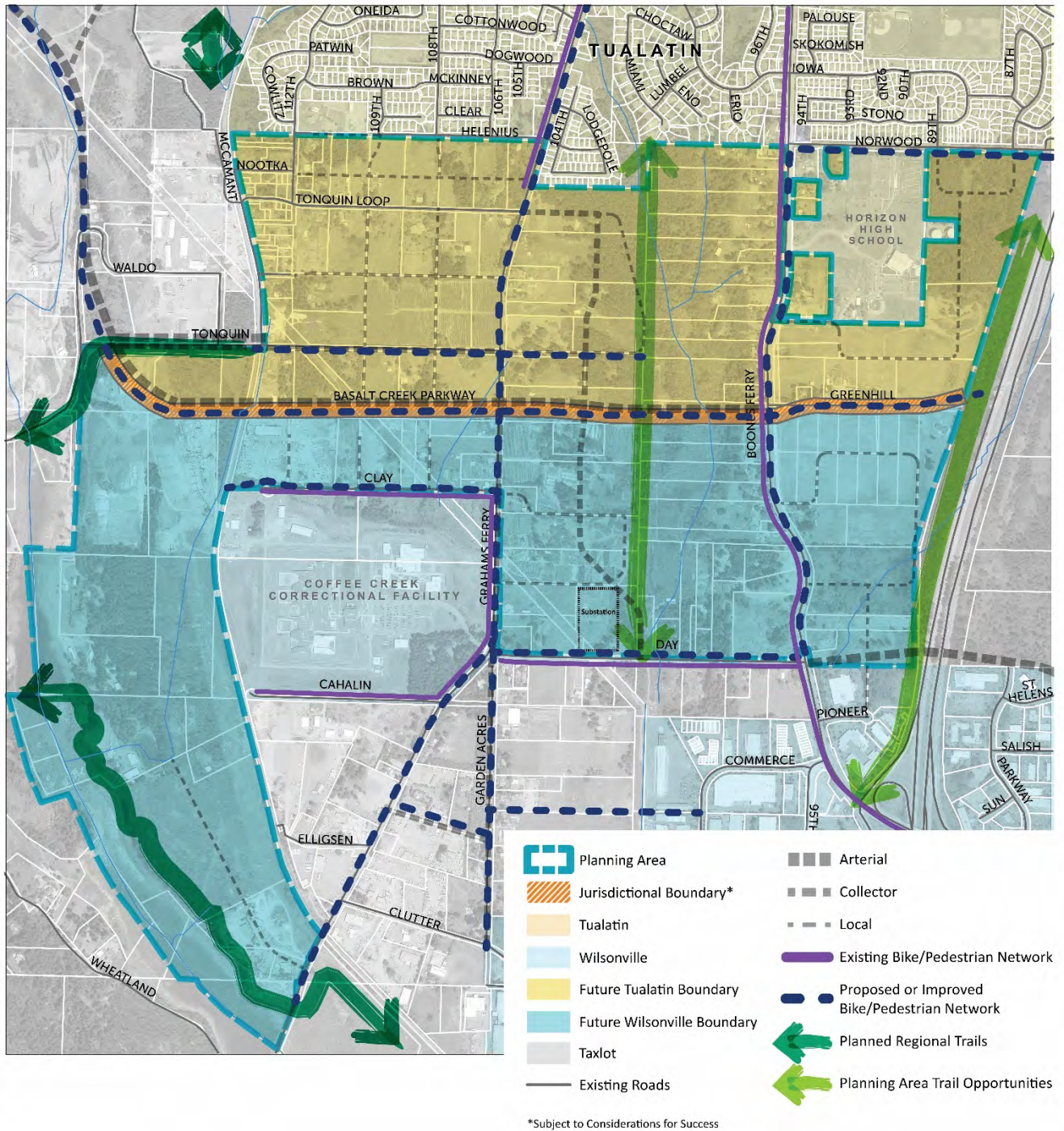
Table 5 Trips by Land Use Designation table may be simplified and detail provided in appendix

Jurisdiction	Land Use Designation	Trips	Trips per Acre
Tualatin	High Density Residential	42	12.52
	Medium-Low Density Residential	236	3.94
	Low Density Residential	85	3.41
	Neighborhood Commercial	24	8.26
	Manufacturing Park	725	7.80
	Tualatin Subtotal	1,111	5.72
Wilsonville	Craft Industrial	16	12.95
	Light Industrial District	218	6.17
	High Tech Employment District	717	7.59
	Wilsonville Subtotal	951	6.96
	Total	2,062	6.23

Bicycle and Pedestrian Framework

As noted in the existing conditions, the bicycle and pedestrian network is incomplete in the planning area. Additional bike and pedestrian facilities will be integrated into new and updated road projects in accordance with State, County and City standards and in conjunction with predicted traffic flows. The map below illustrates the location of these proposed upgrades, along with identified trail opportunities that would further enhance connectivity in the planning area and to surrounding areas.

Figure 10 Bikes, Trails, and Pedestrian Network Map many of the maps, including this one, will be updated to reflect local road status of Kinsman road and to indicate the jurisdictional boundary was finalized



While existing bike and pedestrian facilities run along Boones Ferry Road, Day Road, and sections of Grahams Ferry Road, planned improvements will increase safety and completeness. The additional facilities will offer significant east/west connections along the new Basalt Creek Parkway and Tonquin

Road as well as an important north/south connection along the length of Graham's Ferry Road within the planning area. These improvements will make connections between the proposed neighborhood commercial area on Boones Ferry Road with residential neighborhoods and employment areas as well as the future transit network. The majority of participants polled at the April 2016 Open House suggested they would like to use future bike and pedestrian facilities to access recreation or for exercise, with almost half anticipating using these facilities at least once a week. These new connections will not only provide improved connectivity but also valuable access to local recreational areas, trails, and natural areas.

With the conservation of significant natural areas, the plan outlines opportunities to connect these spaces to pedestrian and bike facilities in key locations to create active and passive recreation, outdoor education, and public art amenities. The two main opportunities for trails within the Basalt Creek planning area are a Basalt Creek Canyon Ridge Trail and the I-5 easement Trail, which are shown in Figure 10 in light green.

Currently, Basalt Creek Canyon is a barrier to east/west movement through the planning area. A north/south connection to the west of the Canyon would further improve the network and make connections to east/west roads to the north and south of the Canyon. The Basalt Creek Ridge Trail would run along the west ridge of Basalt Creek Canyon. This trail could be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to the new ridge trail. There is also opportunity to create a trail parallel to I-5 in the ODOT regional easement that would provide an additional north/south connection that would connect to existing bike and pedestrian facilities.

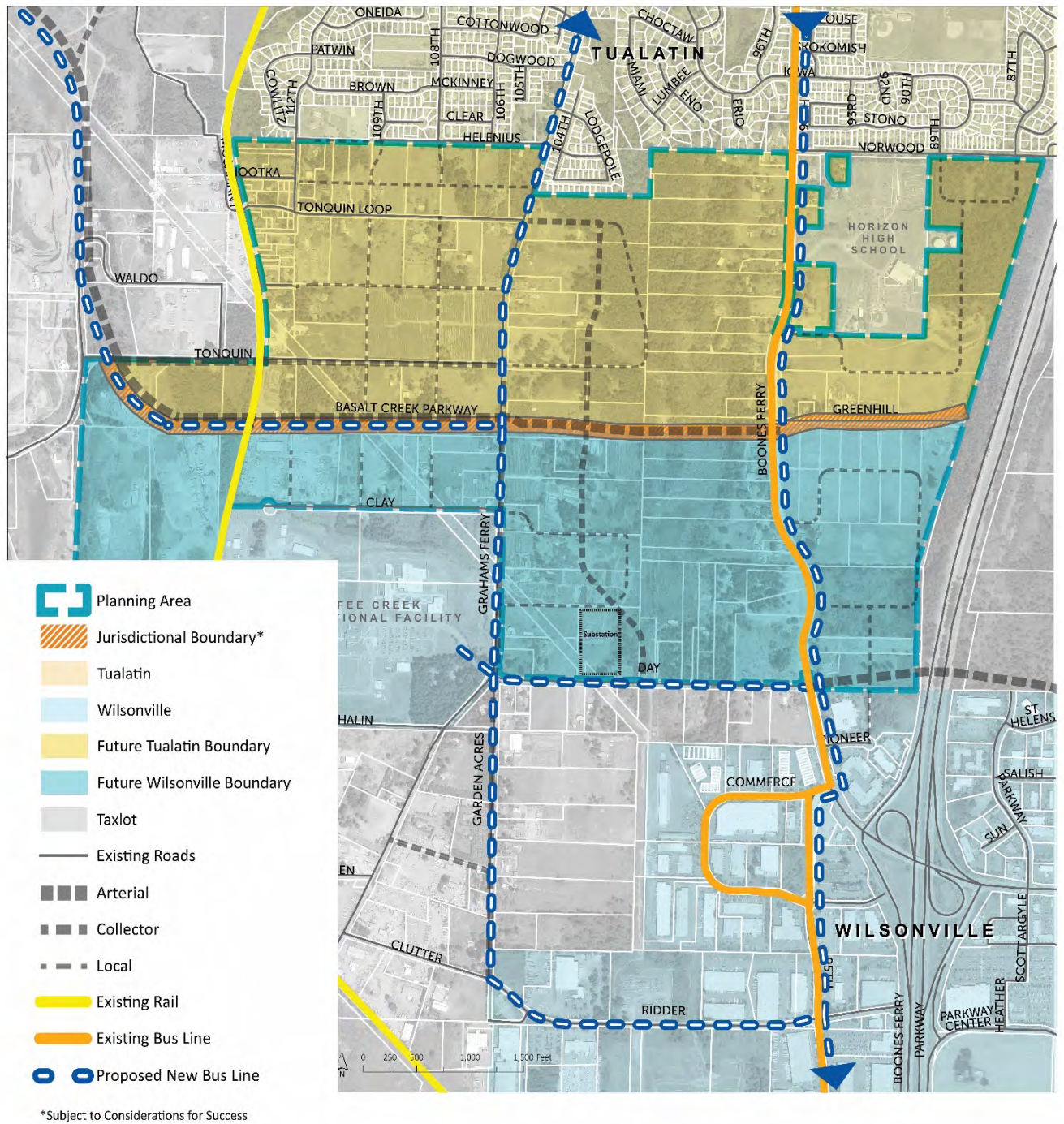
Given the nature of the Basalt Creek Parkway, an over or underpass may be preferred or necessary to make the best bike/pedestrian connections in the planning area. Coordination between the cities, Washington County, Metro, ODOT, and possibly BPA will be necessary for a feasibility study, implementation and funding.

Decision-making on investments should prioritize connections that link pedestrian and bike networks to transit stops and near locations with higher planned density. Potential funding sources for improving the bike/pedestrian network include Washington County (MSTIP) and Metro (i.e. MTIP, RFFA, SW Corridor, Natural Area Bonds).

Coordination with Metro, Tualatin Community Services Department, and the Wilsonville Parks and Recreation Department will be necessary to establish a local trail network with regional connections. Metro's Ice Age Tonquin Trail Master Plan provides a framework for local and regional implementation of the regional Ice Age Tonquin Trail, which is intended to complement the Ice Age Floods National Geological Trail Planning (the national trail will be a network of driving routes with spurs for biking and walking, from Montana to the Pacific Ocean). The preferred alignment for the regional Ice Age Tonquin Trail includes a section bordering the Basalt Creek planning area as part of a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood with trail facility types varying by location based upon landscape and setting. The Ice Age Tonquin Trail is intended to connect in the north to the Tualatin River Greenway Trail, Fanno Creek Trail, and the Westside Trail, and to the south to the Willamette River.

Future Transit Framework

Figure 11 Future Transit Framework will be updated



The creation of additional bus lines along existing and new routes in the Basalt Creek planning area will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the planning area. This service would also provide access to surrounding and regional employment centers and residential neighborhoods. Transit service should facilitate riders commuting to and from work and visiting major local destinations such as the Wilsonville and Tualatin Town Centers. As such, transit service should reflect development and density patterns as the area grows.

SMART and TriMet routes will be integrated with the bike, pedestrian, and trail services with key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Correctional Facility. All extensions will comply with ADA requirements. SMART will continue to serve Wilsonville, including the areas annexed into Wilsonville within the planning area. The Cities will work with TriMet to integrate with SMART service. Lawmakers and staff will work together to ascertain the impacts of and process for a possible service boundary change.

The existing Portland and Western Railroad (PNWR) runs along the western side of the Basalt Creek Planning Area. In addition to transporting freight, it also provides the Westside Express Service (WES), a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. WES runs on weekdays during the morning and afternoon rush hours, with trains every 30 minutes, connecting commuters to both the TriMet and SMART transit systems. The feasibility of a new WES station serving the Basalt Creek Planning Area should be studied with increased development and ridership demand.

Civic Uses

The Basalt Creek Concept Plan does not quantify the specific need or locations for civic uses such as libraries, parks and elementary schools within the planning area, but a minimum park space of a 15- to 20-acre Neighborhood Park is needed in Tualatin to serve residents and businesses in the planning area. The facilities for provision of schools and parks will be determined and funded as development occurs in the area and will be based on level of service standards for the subsequent population expansion. However, during scenario planning, assumptions were built into the model for the size and capacity of residential development types to serve as a guide. The development scenarios assumed school districts, cities, and other service providers would use their site selection and land acquisition processes to acquire the land needed for these facilities. Locations of any necessary facilities will be determined through a collaborative planning effort between the cities and service providers, as such they are not included on any plan maps. Cities have decided to provide library services for the Basalt Creek population through existing libraries that will be sized to accommodate the additional demand.

Schools

Capacity is the main concern for school planning. The school district will calculate the need for new schools based upon demographic and density estimates for future development in the Basalt Creek area according to operational standards related to the number of students allowed per school. The final development scenario estimates 1,156 future households in the Basalt Creek planning area.

The planning area currently falls within the Sherwood School District. This district has an estimated enrollment of 5,158 and includes four elementary schools, two middle schools, Sherwood High School, and Sherwood Charter School.

Provision of any new schools will be coordinated with representatives of all nearby school districts for capital planning. The planning area is located very close to Tualatin High School. The Tigard-Tualatin School District has an estimated enrollment of 12,363, and includes ten elementary schools, three middle schools, and two high schools. A private high school, Horizon Christian, is located within the planning area and currently serves 160 students but plans significant expansion in the future.

The addition of hundreds of new households can be expected to impact existing school districts, but at this time no district has indicated that they plan to locate any new facilities within the planning area. Although, the Basalt Creek area could provide opportunities for shared facilities, such as parks and recreation spaces.

Content to be added re: outreach to school district

Parks and Open Space

One of the guiding principles of the Basalt Creek Concept Plan is to protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating new parkland, open spaces, natural areas and trails in the planning area and connecting to existing regional networks.

The planning area provides an interesting opportunity for different types of parks, given the variety of land uses and the extensive Basalt Creek natural area: active and passive neighborhood parks, pocket parks, and even perhaps a large community or regional facility. It also provides opportunities for jogging, hiking, or other outdoor recreation by area employees and nearby residents.

Identifying specific locations of parks and outdoor recreation was beyond the scope of the Concept Plan. Cities will determine this as part of citywide parks planning and implementation, and will adopt funding methods for acquisition, capital and operating costs for parklands in the Basalt Creek area, including the use of their current System Development Charges for parks. Locating parks near schools, natural areas or other public facilities is preferable, especially when it provides an opportunity for shared use facilities. As in any park development, the acquisition is best done in advance of annexation and extension of services, with development of the parks occurring as the need arises.

At the time of this writing, Tualatin is going through a Park and Recreation Master Plan update. This update has considered the Basalt Creek area in the types of services and facilities that will be needed to serve residents and business in this area. The following represents proposed goals for the Parks and Recreation Master Plan update:

- Provide accessible and inclusive parks and facilities to support community interests and recreation needs.
- Create a walkable, bikeable, and interconnected City by providing a network of regional and local trails to community destinations.
- Conserve and restore natural areas to support wildlife, promote ecological functions, and connect residents to nature and the outdoors.
- Activate parks and facilities through vibrant programs, events, and recreation opportunities for people of all ages, abilities, cultures, and interests.

- Support the arts through parks programs, and public spaces that reflect Tualatin’s unique heritage, history, identity and other art expression.
- Promote Tualatin’s unique identity, economic vitality, and community cohesion through parks and natural resources, historic presentation, events and programs, placemaking, and tourism.
- Manage and maintain quality parks, facilities, and programs through outstanding customer service, stewardship, and sustainable practices.
- Coordinate with City staff and officials to conserve natural areas, and provide parks and trails, to meet residential and business needs in the Basalt Creek Concept Plan Area.
- When planning areas expand, apply current applicable park, recreation and library standards to assure equitable availability of facilities, programs, services, and conservation of natural resources.

Information to be added re: Wilsonville’s Parks Master Plan update or to create language that applies to both cities for area

Natural, Historical and Cultural Resources

Overview

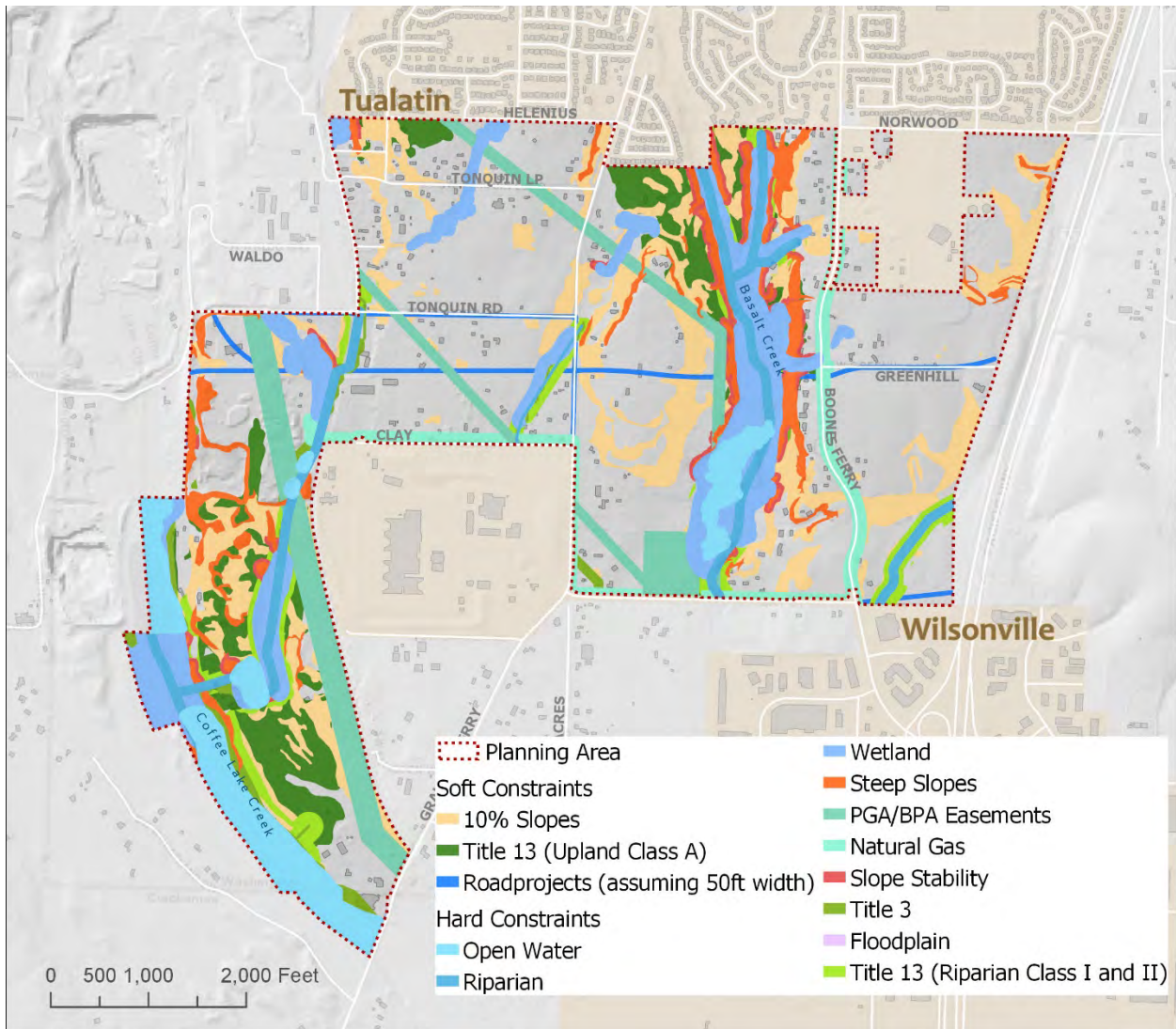
The future vitality of the Basalt Creek area hinges on development that efficiently locates job growth on the land most suited for it, while preserving and capitalizing on the natural and cultural resources in the area. The identification of environmentally sensitive lands followed the regulatory framework described briefly below and is illustrated on the Natural Resources Map (Figure 12) and in the Existing Conditions Report (Appendix A starting on page 86).

Developable lands for all scenario planning incorporated these findings. Since Clean Water Services and Wilsonville have local regulations compliant with state and regional environmental protection requirements, and in some cases that go above and beyond basic requirements, the constraints analysis used them as a foundation for determining the necessary buffering around a natural feature.

Environmental constraints are summarized below and unless otherwise noted were fully excluded from the developable land input in the scenario testing for the Basalt Creek Concept Plan:

- Open Water
- Streams
- Wetlands
- Floodplains (50% reduction of developable area)
- Title 3 Water Quality and Flood Management protections
- Title 13 Nature in Neighborhoods (20% reduction of developable area in areas designated Riparian Habitat Classes I and II)
- Steep Slopes (25% slopes and greater)

Figure 12 Natural Resources Map map being fixed to list PGE not PGA



Regulatory Framework for Conserving Natural Resources

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

Goal 5 protects natural resources and conserves scenic and historic areas and open spaces by directing local governments to adopt protection programs. Titles 3 and 13 of Metro’s Urban Growth Management Functional Plan implements Goal 5 in the Portland Metro region.

Metro Title 3: Water Quality, Flood Management and Fish and Wildlife Conservation

Title 3 requires local jurisdictions to limit or mitigate the impact of development activities on Water Quality and Flood Management Areas which includes wetlands and riparian areas. An inventory was conducted in 2001.

There are 116 acres of land in the Basalt Creek Planning Area that have been designated by Metro as Water Quality and Flood Management Areas under Title 3. These lands are restricted for development and buffered by a vegetated corridor. Any development within the vegetated corridor must be mitigated by environmental restoration and/or stormwater retention and water quality measures.

Both the City of Wilsonville and Clean Water Services have local ordinances in place that go beyond the level of conservation required by Title 3 and existing local standards from each City would apply upon annexation of a planning area property into either Wilsonville or Tualatin.

As a result of Title 3, these lands were excluded from the developable lands input in the scenario testing.

Table 7 Title 3 Wetlands by Category and Acres

Category	Acres	Description
Open Water	49 acres	Includes 50 ft. buffer
Streams	31 acres	Includes 15 to 50 ft. buffers
Wetlands	69 acres	Includes 25 to 50 ft. buffers

Metro Title 13: Nature in Neighborhoods

Title 13 requires local jurisdictions to protect and encourage restoration of a continuous ecologically viable streamside corridor system integrated with upland wildlife habitat and the urban landscape. Metro’s regional habitat inventory in 2001 identified the location and health of fish and wildlife habitat based on waterside, riparian and upland habitat criteria. These areas were named Habitat Conservation Areas (HCAs).

Table 8 Title 13 HCA Categories with Acreage

HCA Categories	Acres	Description
Riparian Wildlife Habitat Class I	130	Area supports 3 or more riparian functions
Riparian Wildlife Habitat Class II	31	Area supports 1 or 2 primary riparian functions
Riparian Wildlife Habitat Class III	7	Area supports only secondary riparian functions outside of wildlife areas
Upland Wildlife Habitat Class A	103	Areas with secondary riparian value that have high value for wildlife habitat
Upland Wildlife Habitat Class B	72	Area with secondary riparian value that have medium value for wildlife habitat
Upland Wildlife Habitat Class C	37	Areas with secondary riparian value that have low value for wildlife habitat
Designated Aquatic Impact Areas	52	Area within 150 ft. of streams, river, lakes, or wetlands that are not considered regionally significant natural resources but could have some adverse impacts

Development in Title 13 areas is not prohibited but generally discouraged within the Basalt Creek Planning Area. Areas designated Riparian Habitat Classes I and II require 20% reduction in developable lands. Low impact design and mitigation strategies would be important to any development that might happen to maintain the function of these important ecological areas.

No land within the planning area is identified by the Washington County Comprehensive Plan as a Significant Natural Resource. The nearest Significant Natural Resource area is comprised of the Tonquin Scablands, to the west of Coffee Lake Creek.

Relationship of County significant natural resources and cities to be clarified.

Future development in Tualatin must comply with Clean Water Services' Design and Construction Standards & Service Provider Letters (SPLs) for impacts in sensitive areas such as vegetated corridors surrounding streams and wetland habitat, including the Tualatin River Watershed and the entire City of Tualatin.

Within the City of Wilsonville, the Significant Resource Overlay Zone (SROZ) includes floodplains, wetlands, riparian corridors, and vegetated corridors. Impact areas are generally considered to be the areas within 25 feet of a Significant Resource area. Development can only be permitted through review of a Significant Resource Impact Report (SRIR) analyzing the impacts of development within mapped significant resource areas.

Natural Resource Protection and Enhancement Strategies

Language being finalized.

Most of the land with environmental constraints is in or near Basalt Creek Canyon. Both cities have adopted regulations in compliance with Metro Title 3 and 13, which will ensure protection of the natural area around the Basalt Creek Canyon.

This Canyon is very valuable to the area and it needs to be protected, while also having public access points in appropriate locations in order to connect to the bicycle, pedestrian and recreational facilities of the area and to serve the needs of residents and local employees.

Cultural Resources

As previously noted, the Basalt Creek planning area has a unique geologic history, but community members through the planning process have also identified the old Carlon Schoolhouse as a historically significant landmark. It sits off Grahams Ferry Road near Day Road and was in use until the late 1800s.



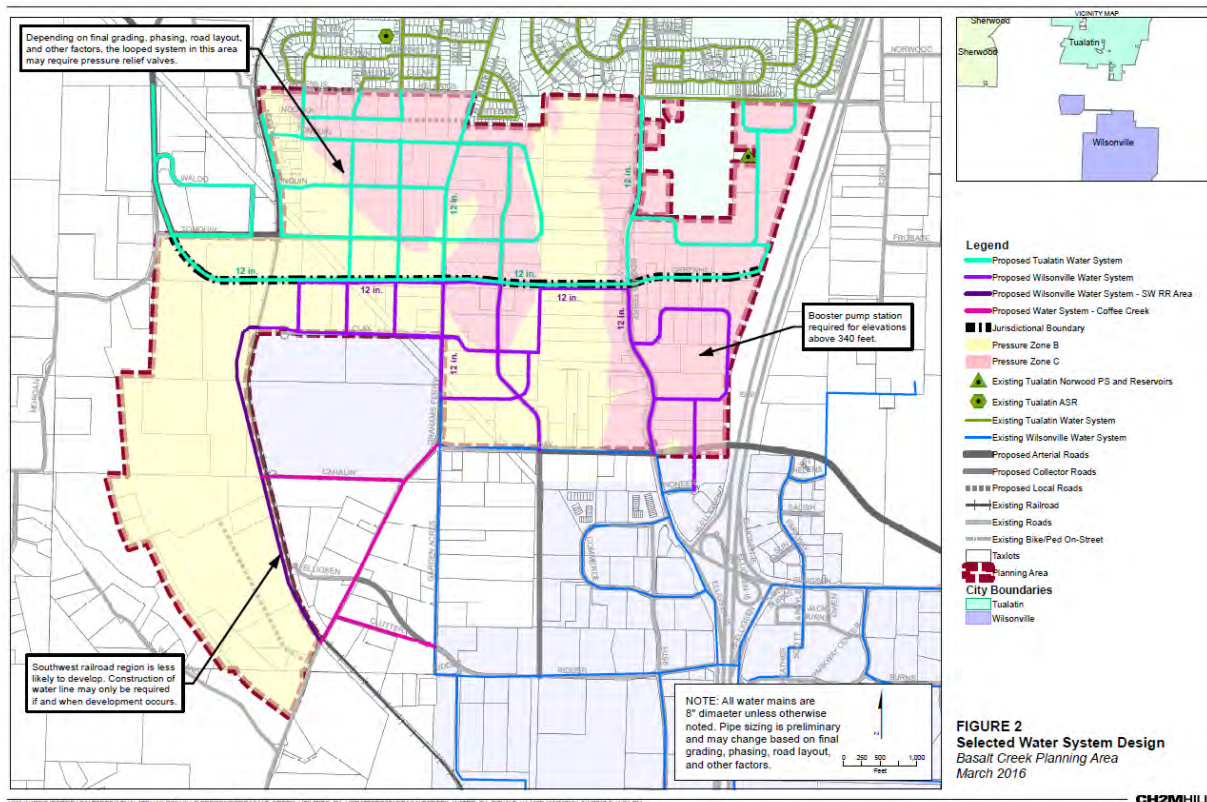
Figure 13 The Carlon Schoolhouse. Source: Martinazzi, Loyce. Tualatin Life Newspaper August 19, 2014.

Infrastructure

Water

The conceptual water systems designed to serve the Basalt Creek Planning Area are shown below in **Figure 14**. The systems are independent looped systems that will not be connected to each other. Water lines for each city may be located along the proposed east-west arterial road, the future Basalt Creek Parkway, and other roadways throughout the planning area.

Figure 14 Water Systems Concept for Basalt Creek Planning Area *working on final maps*



Received by City of Tualatin 6/21/17

The existing service zones (levels B and C) from both communities provide sufficient pressure to provide service within each city's planning area. The Tualatin pressure zones B (ground elevations 192 feet to 306 feet) and C (ground elevations 260 feet to 360 feet) will serve the Basalt Creek Planning Area. The C-1 and C-2 (2-MG) Reservoirs and the Norwood Reservoirs B-1 (2.2-MG) and B-2 (2.8-MG) will serve this area. The Portland Supply Main will also serve pressure zone B. To provide service to Wilsonville's pressure zone C area (ground elevations 275 feet to 410 feet), the City has identified a need to install a booster pump station to serve the higher elevation areas (above approximately 285 feet) south of Greenhill Road. The booster pump station is one of the CIP projects listed in the 2012 Wilsonville Water Master Plan and has been included in the City's city-wide cost estimates.

The Coffee Creek water system is shown outside of the Basalt Creek planning area (east of the railroad, west of SW Grahams Ferry Road, and south of SW Clay Road), but is necessary in order to extend services to the Wilsonville portion of the Basalt Creek Planning Area. That portion of the system would be installed and funded by development within the Coffee Creek Master Plan area.

The West Railroad Future Study area has a much lower potential for development due to several constraints including slope, geology, wetlands, habitat areas, access, and existing uses. Cost estimates to serve this area have been included as a separate column but would only be required if and when development occurs.

Demand Calculations

Peak demands were calculated for the proposed Tualatin and Wilsonville service areas. Peak demands were calculated separately for residential areas and commercial/industrial areas. Demand estimate values are consistent with recommendations in the 2009 Clean Water Services Sanitary Sewer Master Plan Update.

Calculations and estimate values being double-checked with updated master plans

Table 6 Estimated Water Demand

Estimated Water Demand By City and Combined			
	Tualatin	Wilsonville	Both
Peak Daily Demand (gal/d)	364,111	57,261	421,372
Average Annual Daily Demand (gal/d)	165,505	26,028	191,533

Cost Estimates

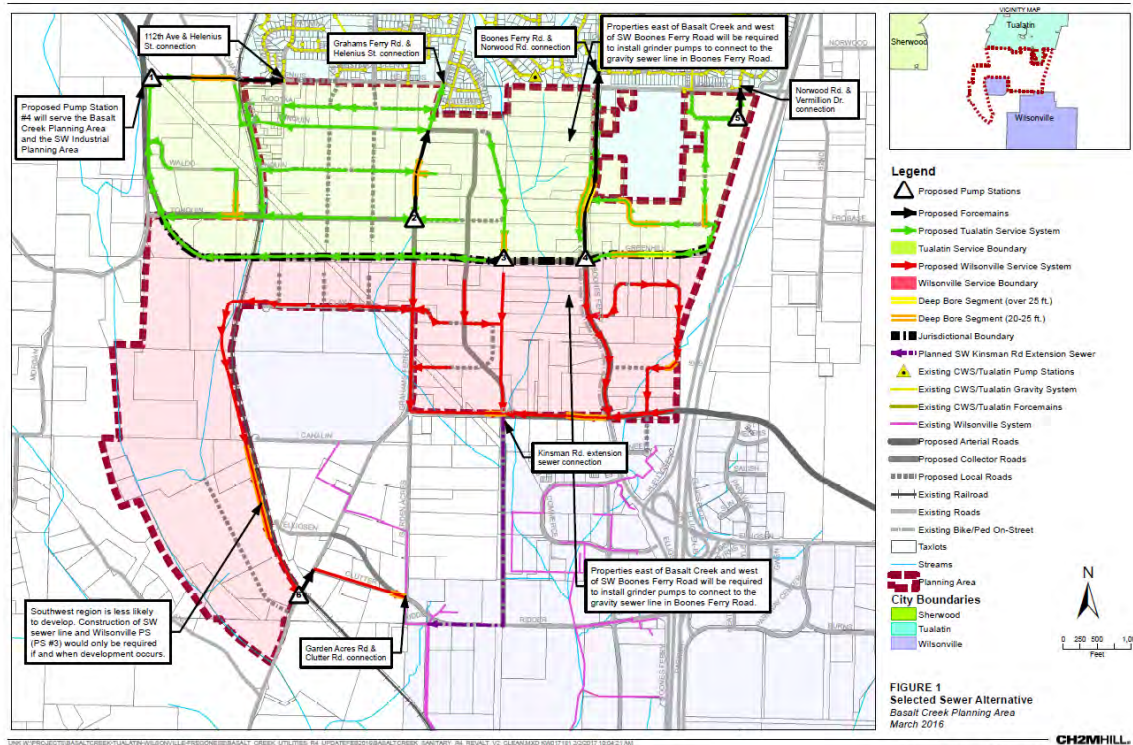
Table 7 Cost Estimate Summary for Conceptual Water System

Cost Estimate Summary for Conceptual Water System by Area						
Item	Tualatin Service Area		Wilsonville Service Area		Wilsonville SW RR Area	
	Tualatin	Developer	Wilsonville	Developer	Wilsonville	Developer
Pipe Cost (8")		\$5,028,000		\$2,666,000		\$521,000
Pipe Cost (Upside 8" to 12")	\$871,000		\$421,000			
Rock Excavation (3%)		\$151,000		\$80,000		\$16,000
Total Construction Cost	\$871,000	\$5,179,000	\$421,000	\$2,746,000	\$0	\$537,000
Engineering/Admin/Legal (25%)	\$218,000	\$1,295,000	\$105,000	\$687,000	\$0	\$134,000
Contingency (30%)	\$261,000	\$1,554,000	\$126,000	\$824,000	\$0	\$161,000
Total Project Cost	\$1,351,000	\$8,028,000	\$652,000	\$4,257,000	\$0	\$832,000
Wilsonville Booster PS			\$609,000			
TOTAL	\$1,351,000	\$8,028,000	\$1,261,000	\$4,257,000	\$0	\$832,000

Sanitary Sewer

The conceptual sanitary sewer systems are shown in Figure 15. While topography will be a major challenge, the sanitary systems use gravity as much as possible and sewers generally flow to the south and west following the slopes of the existing ground and along existing and proposed roadways and trails to avoid streams and natural areas. These systems include new pump stations, which are used to lift wastewater to higher elevations where it can then be transported by gravity flow systems.

Figure 15 Sanitary Sewer Systems Concept for Basalt Creek Planning Area



Five pump stations are proposed to serve the Tualatin system, managed and maintained by Clean Water Services (CWS), and one pump station is required for the proposed Wilsonville system.

In the area between Basalt Creek Canyon and Boones Ferry Road in both Tualatin and Wilsonville service boundaries, residents and business owners who wish to connect to the proposed gravity system (or are required due to septic failure) would need to install grinder pumps to connect. A grinder pump consists of a collection tank that grinds waste and pumps it to the public sewer system.

The conceptual sewer system connects to the existing Tualatin system at SW 112th Avenue between SW Cowlitz Drive and SW Nootka Street, at SW Grahams Ferry Road and SW Helenius Street, at SW Boones Ferry Road and SW Norwood Road, and at SW Vermillion Drive and SW Norwood Road. The sewer system connects to the existing Wilsonville system in Garden Acres Road to SW Day Road, Grahams Ferry Road and Boones Ferry Road (the sewer line initially contemplated in the Coffee Creek Master Plan and included in the analysis for this Concept Plan has changed, shifting from a SW Kinsman Road extension to Garden Acres Road).

Estimated Sewer Flows at Connections to the Existing System

Flows being double-checked

The estimated sewer flows at the connection points to the existing system are summarized in Table 10.

Table 8 Estimated Sewer Flows at Connections

Estimated Sewer Flows at Connections to the Existing Systems	
Connection Point	Estimated Sewer Flow (gal/d)
112th and Helenius (Tualatin)	563,200
Grahams Ferry and Helenius (Tualatin)	227,300
Boones Ferry near Norwood (Tualatin)	259,600
Norwood and Vermillion (Tualatin)	109,600
Kinsman (now Garden Acres) Road Extension Sewer (Wilsonville)	499,000
Garden Acres and Clutter (SW RR Area, Wilsonville)	589,600

Estimated Excavation Lengths

Three segments of the collection system will require excavations deeper than 25 feet to install the sewer main lines. These areas are highlighted in yellow in Figure 15. There are other areas that will require excavations around 20-25 feet.

Table 9 Summary of Estimated Excavation Lengths

Summary of Estimated Excavation Lengths in Feet			
		Tualatin Service Area	Wilsonville Service Area
Shallow (<20 feet) Excavation	Estimated Length of Excavation	11,672	7,152
	Total Length of Pipe	38,190	23,430
Deep (>20 feet) Excavation	Estimated Length of Excavation	1,531	1,093
	Total Length of Pipe	4,776	2,274

Cost Estimate for Conceptual Sewer System

Table 12 provides cost estimates for the sewer system, which include pipe costs, rock excavation, pump station capital costs, pump station operations and maintenance costs for 30 years, engineering/legal/admin fees (25 percent), and contingency (30 percent). These estimates do not include upgrades to the existing downstream systems.

Table 10 Cost Estimate Summary for Conceptual Sewer System fixing formatting of table

Cost Estimate Summary for Conceptual Sewer System							
Item	Tualatin/CWS Service Area			Wilsonville Service Area		Wilsonville SW RR Area	
	Tualatin	CWS	Developer	Wilsonville	Developer	Wilsonville	Developer
Pipe Costs (8")			\$8,033,000		\$3,443,000		\$1,818,000
Pipe Costs (Upsize 8" to 10")	\$34,000						
Force Mains (6")		\$1,523,000				\$55,000	
Rock Excavation		\$66,000	\$422,000		\$161,000	\$6,000	\$145,000
Pump Station Capital Cost		\$2,638,000				\$678,000	
Total Construction Costs	\$34,000	\$4,227,000	\$8,455,000	\$0	\$3,605,000	\$740,000	\$1,963,000
Pump Station O&M Cost (30 years)*		\$5,599,000				\$1,120,000	
Subtotal	\$34,000	\$9,826,000	\$8,455,000	\$0	\$3,605,000	\$1,860,000	\$1,963,000
Engineering/Admin /Legal (25%)	\$9,000	\$2,457,000	\$2,114,000	\$0	\$901,000	\$465,000	\$491,000
Contingency (30%)	\$10,000	\$2,948,000	\$2,536,000	\$0	\$1,081,000	\$558,000	\$589,000
TOTAL	\$53,000	\$15,231,000	\$13,105,000	\$0	\$5,588,000	\$2,883,000	\$3,043,000

*Pump Station O&M costs are not SDC creditable

All areas are designed to be served by the jurisdiction in which they are located. However, the design includes a proposed pump station in Tualatin for the area immediately west of Basalt Creek Canyon and north of the Basalt Creek Parkway. That area could also be served by gravity sewer to Wilsonville’s sewer system. The gravity option would require an intergovernmental agreement between the Cities.

Stormwater Drainage

The conceptual stormwater system design includes the layout for stormwater pipes in the public right-of-way and does not include private stormwater system designs. Stormwater detention and treatment will occur at local facilities and no regional facilities are planned for the area.

Updating and will include figure

Each city will serve its own jurisdiction area independently. The Cities acknowledge that they must follow requirements established in their respective stormwater MS4 permits. All flows that outlet within each city will be guided by their respective protocols, design standards, and/or discharge permits. Upstream stormwater discharged into Wilsonville’s system shall meet or exceed Wilsonville’s stormwater management requirements at all locations where the City of Tualatin’s pipe system connects to the City of Wilsonville’s pipe system.

Much of the area is in a basin that drains toward Wilsonville, which requires Low Impact Development (LID) to mitigate the impact of urbanization. Public stormwater systems are included in the road network cost estimate. Stormwater systems outside of the public right-of-way are assumed to be part of the development costs, which have not been estimated.

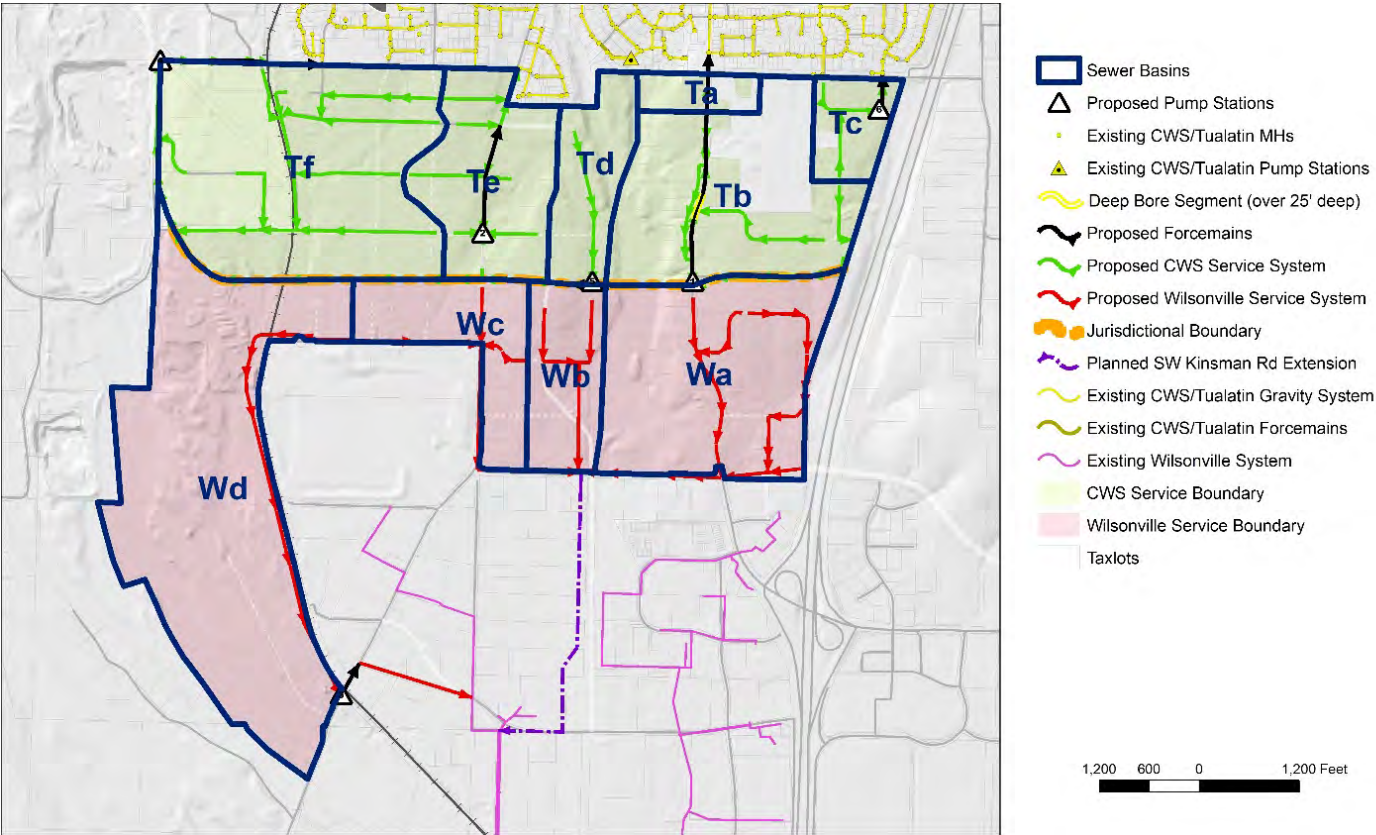
Implementation and Phasing Strategy

Implementation Measures

Implementing the concept plan will take a predictable path in this area:

- First, each city amends its comprehensive plan to include the essential elements of the concept plan.
- Next, the Cities ensure that the zoning and/or development code is updated to enable development in the Concept Plan Area, and includes appropriate zoning standards
- Generally, annexation is predicated on investor interest, and the expectation is that investors will finance the extension of services.
- Either city may decide to invest in service extension as a way to spur development or may decide to help a group of investors develop an area, for example by providing the formation of a Local Improvement District of other funding mechanism.

Figure 16 Implementation Map



This section still being developed. Will add description of this map, process with Washington County on the Urban Planning Area Agreement, and other phasing and financing/funding options.

Action Items

1. Amend Comprehensive Plans

Tualatin, which has a “one map” system where the zoning and comprehensive plan are essentially the same map, will be adopted after adoption of the Concept Plan anticipated by August 2019.

Wilsonville, which has a “two map” system where the Comprehensive Plan shows future conditions and not necessarily zoning, will adopt Comprehensive Plan amendments soon after the adoption of the Concept Plan. The Comprehensive Plan amendments will draw from the Concept Plan and use its definitions of uses and standards to design the amendments.

2. Assure zoning is compatible with future land use

Each city will need to assess its zoning codes and ensure that they permit the anticipated uses with appropriate development standards. This will be made fairly easy in that each city has its own development types, drafted around current zoning code standards. However, new uses anticipated in some of the development types will need some zoning code amendments.

In addition, the Cities will need to consider special design elements of the Concept Plan and determine if their respective development codes need to be updated. Specifically, the City of Tualatin will want to determine what design standards are relevant to creating appropriate transitions between residential and employment uses, and the City of Wilsonville will want to consider the application of its Industrial Form-based Code to help create a uniquely attractive business community.

3. Annex as demand occurs based on feasible phasing

Utility improvements will be made as properties are annexed into each city, so phasing will be driven by the pace of development. Generally, utility improvements will begin at the boundaries of the planning area that are adjacent to the existing city services and progress outward. Most of the utility infrastructure follows existing or proposed roadways and construction should be coordinated with new road construction and existing roadway improvements. Some enabling projects may be required to be constructed prior to development to connect properties to existing systems.

The most formative of the utilities (sewer, water and roads) will be sanitary sewer. This is because it is a gravity system that must be hooked into an existing sanitary system or drained to a pump station that will lift the sewage via pressure line to an existing sanitary line.

Based on the Sewer Master Plan, several natural phasing districts are evident. These are shown on Map XX. Tualatin has six potential phases and five pump stations. No one sewer basin is dependent on the other. If the initial installation can install the pump station and pressure line, development can proceed in increments, from the pump station uphill to the extent of the sewer basin. Water and transportation infrastructure can then be installed as needed.

Wilsonville has four basins, three gravity and one with a pump station. District Wd, which serves the Railroad area, is considered to be the most constrained and likely to see development last in the Planning Area. The other three are gravity lines that can be constructed independently. They can proceed from the inlet to the existing gravity system uphill in the basin.

4. Consider capital improvements to spur development

In both systems, the sewer basin is large enough that it contains several property owners. Each city has a method of reimbursing the developer for installing infrastructure when other development hooks in. However, the Cities may find that in some cases, the property owners of developers cannot finance the infrastructure themselves. In that case, the city may decide to participate in one of several ways:

- Finance the infrastructure themselves, charging reimbursement as projects hook up
- Create a cooperative financing district such as a Local Improvement District, that would allow the infrastructure to be installed and paid off over time by the property owners, relieving them of the burden of a large capital financial commitment, while not requiring the expenditure of public funds
- Develop the infrastructure as an inducement for desired development, such as for an important job creating project

In the end, there are many options for phasing, and each city will use the option that best suits it at the time the demand is made.

LAND USE AND DEVELOPMENT

INDUSTRIAL DEVELOPMENT

Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation. For all practical purposes, all development should be guided by the same general standards; dealing with intensity, etc.

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.a Develop an attractive and economically sound community.

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.d Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations 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.g Encourage energy-efficient, low-pollution industries.

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.

Implementation Measure 4.1.3.i The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor

Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: June 6, 2018

area per building or business shall not be permitted in areas designated for industrial development.

Implementation Measure 4.1.3.j All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.

Implementation Measure 4.1.3.k Encourage high-growth employment industries in which the City is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.

Implementation Measure 4.1.3.l Encourage growth in industrial business types prevalent in the region but new to the City, such as “craft” manufacturing (such as bicycle manufacturing, breweries, distilleries). Consider integrating live/work units into “craft” manufacturing areas.

Implementation Measure 4.1.3.m Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.

Implementation Measure 4.1.3.n Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

DRAFT

AREAS OF SPECIAL CONCERN

AREA M

This area, known as Basalt Creek, is located to the northwest of Wilsonville in Washington County. The area is generally oriented east-west, and is bound by Interstate 5 (I-5) to the east, the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility to the west, and Clay Street and Day Road to the south. The northern boundary is the location of the Basalt Creek Parkway, which extends from 124th Avenue and connects to Grahams Ferry Road. The Basalt Creek Parkway will run east-west between Grahams Ferry Road and Boones Ferry Road, and eventually extend over I-5. The Parkway is designed as a high-capacity major freight arterial with limited access to local streets providing industrial access between Tualatin, Sherwood, and Wilsonville.

The primary existing land uses in Basalt Creek are rural agriculture, industrial and rural residential consisting of low-density single-family housing. South of the area within the City of Wilsonville are existing and planned commercial, office, and industrial uses. The employment areas around Commerce Circle, Ridder Road, and 95th Avenue include advanced manufacturing, clean tech, warehouse, distribution, and logistics businesses. Abutting Area M along the south side of Day Road is the Coffee Creek Industrial Area, which has an adopted Master Plan and Industrial Form-based Code to enable the creation of a high-caliber business district.

The Cities of Wilsonville and Tualatin prepared the Basalt Creek Concept Plan to provide a framework for development and the provision of services in the area between the two cities. Land uses planned within the Wilsonville portion of Basalt Creek include a mix of employment development types and modest opportunities for live/work housing to support the nearby employment areas. The Concept Plan identifies three land use categories within Basalt Creek.

- High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in warehousing, manufacturing and high tech. This land use is in the southern and eastern sections of the area, covering all land east of

Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

- Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.
- Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

The 2013 Basalt Creek Transportation Refinement Plan (TRP) sets the layout of major new roads and improvements for the area. As the area develops, property owners will plan and build local roads connecting to this network. These roadway improvements will include enhanced bike and pedestrian facilities and connections to the future SMART transit system.

Design Objectives

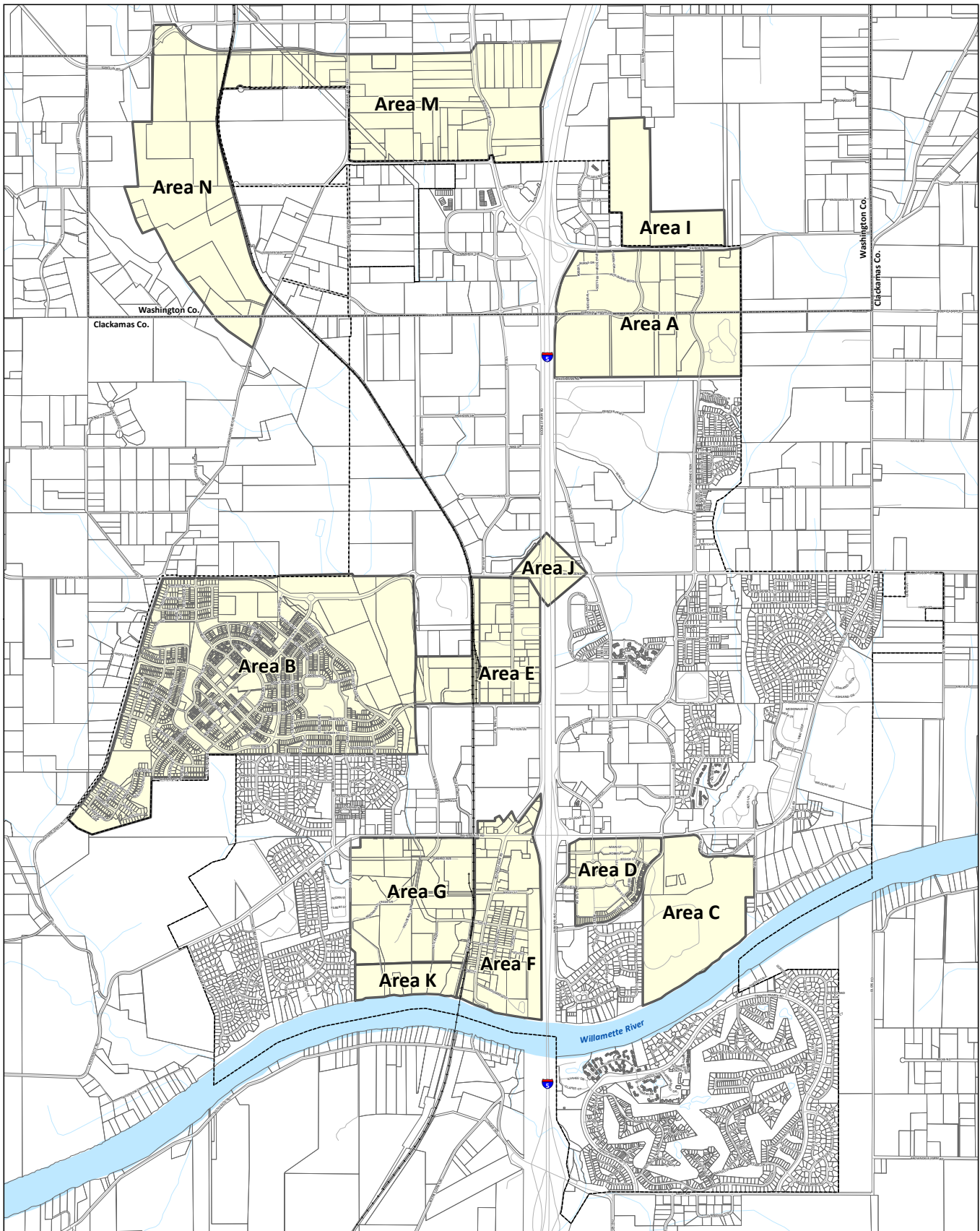
1. Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.
3. Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.

**Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: June 6, 2018**

4. Provide strong transit access to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

AREA N

This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands habitat, steep slopes, limited access, and fragmented property ownership. Without addressing any of these constraints, development potential is limited, and initial estimates show it would be costly to serve this area with adequate water, sewer, and transportation infrastructure. However, once development and the extension of infrastructure occurs in the rest of Basalt Creek as well as the Coffee Creek Industrial Area, additional analysis should be completed on infrastructure service costs and appropriate land uses. The area also has potential for resource conservation and future public access to nature. The area will require master planning before any development occurs.



Comprehensive Plan Areas of Special Concern



0 Mile
0.5

June 2018

Map Legend

- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots
- Area of Special Concern



This map is to be used in conjunction with the text provided in the Wilsonville Comprehensive Plan.

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.



PLANNING COMMISSION

WEDNESDAY, JUNE 13, 2018

III. INFORMATIONAL

- A. City Council Action Minutes (May 7, May 21, and June 4, 2018)

City Council Meeting Action Minutes
May 7, 2018

City Council members present included:

Mayor Knapp - Excused
Councilor Starr
Councilor Stevens
Councilor Lehan
Councilor Akervall

Susan Cole, Finance Director
Amanda Guile-Hinman, Assistant City Attorney
Andy Stone, IT Manager
Angela Handran, Assistant to the City Manager
Chris Neamtzu, Planning Director
Mike McCarty, Parks and Recreation Director
Miranda Bateschell, Planning Manager
Brian Stevenson, Parks & Rec. Program Manager
Bill Evans, Communications & Marketing Manager
Erica Behler, Recreation Coordinator
Zach Weigel, Capital Projects Engineering Manager
Jordan Vance, Economic Development Manager
Tod Blankenship, Parks Supervisor

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Delora Kerber, Public Works Director
Nancy Kraushaar, Community Develop. Director

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Willamette Falls Locks Commission Update	Council received an update on the proposed work plan and City partnership support for the Willamette Falls Locks Commission.
B. Solid Waste Franchise Agreement	Staff presented on the draft Solid Waste Management and Collection Franchise Agreement.
C. GreenPlay Parks Master Plan Draft	Council heard the remainder of the draft Parks and Recreation Comprehensive Master Plan presentation, held over from the prior Work Session.
D. Wastewater Treatment Plant Outfall Replacement – Phase 3 Construction Services	This item was moved from Work Session order of business due to time constraints. The item, Resolution No. 2680, was voted on during the City Council meeting.
E. Authorizing UGB Expansion Request	Staff answered Council's questions regarding the nomination of Frog Pond East and South Neighborhoods for inclusion in the Urban Growth Boundary.
F. Town Center Plan	Staff delivered info on the public feedback received on the draft Community Design Concept for the Town Center Plan.

REGULAR MEETING	
<u>Mayor's Business</u> A. Public Works Week Proclamation B. Upcoming Meetings	Council President Starr read a proclamation declaring the week of May 20 - 26, 2018 as Public Works Week. Upcoming meetings were announced by Council President Starr.
<u>Consent Agenda</u> A. <u>Resolution No. 2680</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Ch2m Hill Engineers Inc. For Phase 3 Construction Engineering Support Services For The Wastewater Treatment Plant Outfall Replacement Project (Capital Improvement Project #2095). B. <u>Resolution No. 2685</u> A Resolution Of The City Of Wilsonville Authorizing The Planning Division To Submit An Application To Metro For An Urban Growth Boundary Expansion For The Frog Pond East And South Neighborhoods. C. Minutes of the April 2, 2018 and April 16, 2018 Council Meetings.	The Consent Agenda was adopted 4-0.
<u>New Business</u> A. <u>Resolution No. 2686</u> A Resolution To Concur With Two Provisions Of The 11th Amendment To The Wilsonville Year 2000 Urban Renewal Area.	Resolution No. 2686 was adopted 4-0.
<u>Public Hearing</u> A. <u>Ordinance No. 817</u> – 1 st Reading An Ordinance Making Certain Determinations And Findings Relating To And Approving The Year 2000 Urban Renewal Plan 11 th Amendment And Directing That Notice Of Approval Be Published. B. <u>Ordinance No. 814</u> – 1 st Reading An Ordinance Of The City Of Wilsonville Creating A Franchise Agreement For Solid Waste Management And Collection Within The City And Repealing Ordinance Nos. 204, 281, 424, And 443 And Resolutions Nos. 1077 And 2566.	After a public hearing was conducted, Ordinance No. 817 was adopted on first reading by a vote of 4-0. After a public hearing was conducted, Ordinance No. 814 was adopted on first reading, to include the amendments that were read into the record by a vote of 4-0. The record is to remain open until the next Council meeting.
<u>Continuing Business</u> A. <u>Ordinance No. 815</u> – 2 nd Reading An Ordinance Of The City Of Wilsonville Adopting The 2017 Water Treatment Plant Master Plan Update As A Sub-Element Of The City's Comprehensive Plan	Ordinance No. 815 was adopted on second reading by a vote of 4-0.

And The Capital Improvement Project List For The Water Treatment Plant	
<u>City Manager's Business</u>	Informed that Clackamas County Health Housing and Human Services has a proposal to implement a county-wide tobacco retail license. Staff has requested the agency to provide a presentation at a future Council meeting.
<u>Legal Business</u>	No report.
ADJOURN	8:56 p.m.

City Council Meeting Action Minutes
May 21, 2018

City Council members present included:

Mayor Knapp
Councilor Starr - Excused
Councilor Stevens
Councilor Lehan
Councilor Akervall

Nancy Kraushaar, Community Develop. Director
Pat Duke, Library Director
Amanda Guile-Hinman, Assistant City Attorney
Andy Stone, IT Manager
Angela Handran, Assistant to the City Manager
Chris Neamtzu, Planning Director
Kerry Rappold, Natural Resources Manager
Mark Ottenad, Public/Government Affairs Director
Zach Weigel, Capital Projects Engineering Manager
Manny Ghiselline, Roads Maintenance Specialists
Sean Byrne, Roads Maintenance Specialists
Taly Cohen, Law Clerk
Mark Ottenad, Public/Government Affairs Director
Bill Evans, Communications & Marketing Manager

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Kimberly Veliz, City Recorder
Jeanna Troha, Assistant City Manager
Delora Kerber, Public Works Director
Dwight Brashear, SMART Director

AGENDA ITEM	ACTIONS
WORK SESSION	
A. French Prairie Bridge Location Recommendation	Staff presented that the Technical Advisory Committee and Task Force recommended W1 route as the preferred French Prairie Bicycle-Pedestrian-Emergency Access Bridge location.
B. Code Updates Regarding Enforcement of Stormwater Regulations	Staff reported on revisions to City code being written to help the City enforce stormwater management and erosion control requirements
C. Eden Replacement Program (ERP) Software Replacement Update	Council received an update on plans to upgrade the Enterprise Resource Planning software, also known as the Eden Replacement Program (ERP).
REGULAR MEETING	
<u>Communications</u>	
A. Republic Services Annual Report on Solid Waste/Recycling Collection and Disposal in Wilsonville	Therese McLain and Jason Jordan of Republic Services provided an annual report on Republic Services solid waste franchise services in Wilsonville.
B. Oregon Librarian of the Year Award	Library Director Pat Duke was honored for being named the Oregon Library Association's 2018 Librarian of the Year.
C. Recognition of Roads Scholar Certification	Roads Maintenance Specialists Sean Byrne and Manny Ghiselline were recognized for

	receiving the Oregon Road Scholar Level 1 Certification.
<u>Mayor's Business</u> A. Announcement B. Upcoming Meetings	It was announced that two of five City Council positions are nearing the end of their four year-terms. Furthermore, the filing period for those Council positions will open May 30, 2018. Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Continuing Business</u> A. <u>Ordinance No. 814</u> An Ordinance Of The City Of Wilsonville Creating A Franchise Agreement For Solid Waste Management And Collection Within The City And Repealing Ordinance Nos. 204, 281, 424, And 443 And Resolutions Nos. 1077 And 2566. B. <u>Ordinance No. 817</u> An Ordinance Making Certain Determinations And Findings Relating To And Approving The Year 2000 Urban Renewal Plan 11th Amendment And Directing That Notice Of Approval Be Published.	Ordinance No. 814 was adopted as amended on second reading by a vote of 4-0. Ordinance No. 817 was adopted on second reading by a vote of 4-0.
<u>City Manager's Business</u>	No report.
<u>Legal Business</u>	Informed Council that Oregon's U.S. Attorney will be focusing on the black market trafficking of marijuana rather than enforcement at local retail establishments.
ADJOURN	8:17 p.m.

City Council Meeting Action Minutes
June 4, 2018

City Council members present included:

Mayor Knapp
Councilor Starr - Excused
Councilor Stevens
Councilor Lehan
Councilor Akervall

Jeanna Troha, Assistant City Manager
Delora Kerber, Public Works Director
Nancy Kraushaar, Community Develop. Director
Susan Cole, Finance Director
Angela Handran, Assistant to the City Manager
Chris Neamtzu, Planning Director
Daniel Pauly, Senior Planner, Planning
Mark Ottenad, Public/Government Affairs Director
Mike McCarty, Parks and Recreation Director
Brian Stevenson, Parks & Rec. Program Manager
Bill Evans, Communications & Marketing Manager

Staff present included:

Bryan Cosgrove, City Manager
Barbara Jacobson, City Attorney
Sandy King, City Recorder

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Seeking Guidance on Selection of Pro Tem Municipal Court Judge(s)	This item was postponed to a future work session.
B. Boones Ferry Park Master Plan	Staff presented the current plan to Council who provided feedback regarding steep slopes, preserving the apple orchard, number and location of restrooms, access for small water craft.
C. WWSP Ground Lease Proceeds	Staff introduced a number of options for the use of the ground lease proceeds. Council wanted to see how these funds may benefit water rates, as well as a visible project. Additional information will be brought back to Council.
D. French Prairie Bridge Location Recommendation	A brief presentation was provided; the item was considered under Public Hearings.
E. Frog Pond West Development Applications	Staff briefly provided the background on the applications, which were scheduled for a public hearing later in the meeting.
F. I-5 Wilsonville Facility Plan	Council heard a brief update on the Plan, and considered it fully under Public Hearing.

REGULAR MEETING	
<u>Mayor's Business</u>	
A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.
<u>Public Hearing</u>	
A. <u>Resolution No. 2688</u> A Resolution Of The City Of Wilsonville To Select The Preferred Bridge Location For The French Prairie Bicycle-Pedestrian-Emergency Access Bridge: Boones Ferry Road To Butteville Road (CIP #9137).	After a public hearing was conducted, Resolution No. 2688 was adopted 4-0.
B. <u>Resolution No. 2690</u> A Resolution Of The City Of Wilsonville Recommending Adoption Of The I-5 Wilsonville Facility Plan To The Oregon Transportation Commission.	After a public hearing was conducted, Resolution No. 2690 was adopted 4-0.
C. <u>Ordinance No. 818</u> An Ordinance Of The City Of Wilsonville Amending Chapter 8 –Environment Of The Wilsonville Code To Revise WC 8.500 Through 8.536 And To Make Other Revisions And To Repeal Ordinance No. 482.	Ordinance No. 818 was continued to date certain of July 2, 218.
D. <u>Ordinance No. 819</u> An Ordinance Of The City Of Wilsonville Annexing Approximately 16 Acres On The North Side Of Boeckman Road Just West Of Stafford Road Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 2001, 2100, 2201, 2202 Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Thelma J. Roethe, Dale Krielkamp, Verla Krielkamp, Louie Pike, Gayla Cushman-Pike, Amy Pike, Matt Wingard, And Doris A. Wehler, Petitioners.	After a public hearing was conducted, Ordinance No. 819 was adopted on first reading by a vote of 4-0.
E. <u>Ordinance No. 820</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5 (Rrff5) Zone To The Residential Neighborhood (Rn) Zone On Approximately 16 Acres On The North Side Of Boeckman Road Just West Of Stafford Road; The Land Is More Particularly Described As Tax Lots 2001, 2100, 2201, 2202 Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. West Hills Land Development LLC, Applicant.	After a public hearing was conducted, Ordinance No. 820 was adopted on first reading by a vote of 4-0.
<u>New Business</u>	

<p>A. <u>Resolution No.2689</u> A Resolution Of The Wilsonville City Council Adopting The Wilsonville-Metro Community Enhancement Committee’s 2018-19 Funding Recommendations.</p>	Resolution No. 2689 was adopted 4-0.
<u>City Manager’s Business</u>	No report.
<u>Legal Business</u>	No report.
ADJOURN	9:52 p.m.



PLANNING COMMISSION
WEDNESDAY, JUNE 13, 2018

III. INFORMATIONAL

B. 2018 Planning Commission Work Program

2018 WORK PROGRAM Planning Commission

updated: 6/5/2018

DATE	AGENDA ITEMS		
	Informational	Work Sessions	Public Hearings
Jan. 10, 2018	Metro Area Value Pricing (Kraushaar)		Coffee Creek Industrial Form-based Code
Feb. 14, 2018	City of Wilsonville Tree Inventory Southbound I-5 Boone Bridge Auxiliary Lane Study		Water Treatment Plant Master Plan
MAR. 14	OPEN HOUSE - Southbound I-5 Boone Bridge Auxiliary Lane Study		
Mar. 14, 2018* (LATE START AT 6:30 PM)	French Prairie Bridge	Southbound I-5 Boone Bridge Aux. Lane Study (aka Southbound I-5 Boone Bridge Auxiliary Lane Study)	
April 11, 2018	Annual Housing Report Town Center Plan Basalt Creek Concept Plan	Parks and Recreation Master Plan	Southbound I-5 Boone Bridge Congestion Study (aka Southbound I-5 Boone Bridge Auxiliary Lane Study)
May 9, 2018	ADU Code		Parks and Recreation Master Plan
June 13, 2018		SMART Programs Enhancement Strategy Basalt Creek Concept Plan ADU Code Edits	
JUN. 26, 2018	OPEN HOUSE - Signage & Wayfinding 5:30 - 7:30 pm		
July 11, 2018	French Prairie Bridge	Boones Ferry Park Master Plan	Basalt Creek Concept Plan ADU Code Edits
Aug. 8, 2018		Town Center Plan	Citywide Parks Master Plan Boones Ferry Park Master Plan
Sept. 12, 2018		Signage & Wayfinding Density Inconsistency	SMART Programs Enhancement Strategy
Oct. 10, 2018			
Nov. 14, 2018		Town Center Plan	
Dec. 12, 2018			
Jan. 9, 2019		Town Center Plan	

2018 PROJECTS

- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> 1. Basalt Creek Concept Plan 2. Town Center Plan 3. Arrowhead Creek Planning Area 4. French Prairie Bike/Ped Bridge 5. Water Treatment Plant Master Plan | <ul style="list-style-type: none"> 6. Solid Waste Code Amendments 7. Wayfinding & Signage 8. I-5 Exit 283-282 Interchange Facilities Plan Rpt 9. Density Inconsistency Revisions 10. Parks and Recreation Master Plan | <ul style="list-style-type: none"> 11. Southbound I-5 Boone Bridge Aux.Lane Study 12. SMART Programs Enhancement Strategy 13. Recreation in Industrial Zones 14. ADU Code Edits 15. Street Tree Code Edits |
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PLANNING COMMISSION
WEDNESDAY, JUNE 13, 2018

III. INFORMATIONAL

C. New Exhibit No. 4 for LP18-0003 (Parks & Rec Master Plan)



From: Roger Sauerhaft <RSauerhaft@sloanep.com>
Sent: Monday, June 04, 2018 2:53 PM
To: Veliz, Kim <veliz@ci.wilsonville.or.us>
Subject: Testimony for public record from Synthetic Turf Council

Ms. Veliz,

I am reaching out to you this afternoon on behalf of the Synthetic Turf Council as we are aware of concerns raised before the planning commission regarding synthetic turf fields containing recycled rubber infill, and I would like to submit the below and attached for the public record as testimony that provides clarification. If you could please share this with the planning commission, as well as the City Council, that would be much appreciated.

Thank you.
Roger

+++

June 4, 2018

To Whom It May Concern,

The Synthetic Turf Council is the world's largest organization representing the synthetic turf industry, representing over 240 companies with operations in 14 countries. We are familiar with concerns raised in public testimony by a local citizen group that pertain to synthetic turf fields containing recycled rubber infill, and we find such concern to be unfortunate and misplaced.

We would like to address the lack of substance within media reports the group has cited as grounds for concern, which have chosen to sensationalize and politicize an issue that is both timely and locally relevant given ongoing discussions of the City of Wilsonville's Parks & Recreation Master Plan.

We would like to point out that the media reports cited were not written by trained scientists, and as such, many of the stories focus on anecdotes, and the mere presence of a chemical, rather than accounting for levels or exposure risk, among other important contextual elements. For example, to say that recycled rubber contains a certain carcinogen, without any inclusion of levels, or where else we might find the same carcinogen, is entirely misleading.

The U.S. Environmental Protection Agency (EPA) has reiterated our point in a response to public comments pertaining to its ongoing multi-agency federal study, "While there is concern about chemical exposures resulting from the use of recycled tire and other materials in synthetic fields, it is important to recognize that chemicals are present in other types of fields, including natural grass fields. Metals (including lead) and PAHs (including benzo(a)pyrene) of concern at synthetic fields with tire crumb rubber infill are also often found in surface soil in the U.S. and are likely to be present at natural grass playing fields. In addition, insecticides, herbicides and fertilizers may be used on some natural grass fields, leading to exposures that may not be experienced by synthetic turf field users."

Additionally, in the same response to public comments, the EPA specifically makes reference to another group responsible for raising concerns regarding recycled rubber, suggesting it has not presented any evidence of credible findings and therefore cannot be evaluated as relevant literature. This is noteworthy given the group, EHHL, is cited by the group here in Wilsonville as a source of literature.

Below we have included some additional information that we respectfully request that you consider in your discussions over synthetic turf fields with recycled rubber infill.

1. **The best available science shows no evidence of any connection between recycled rubber and health problems.** Recycled rubber brings significant advantages from cost and safety perspectives. All the available scientific evidence, including more than 110 peer-reviewed academic studies and federal and state government analyses, indicates no elevated risk from recycled rubber. The significance of the peer-review as the threshold for credibility of any scientific experiment cannot be understated, particularly in the scientific community. No other types of infills, including organic, have ever been subject to the same level of rigorous testing on as many different aspects of safety and pathways as recycled rubber, on so many occasions.
2. **A peer-reviewed study states that greater playability brought by synthetic turf fields with recycled rubber may actually help children avoid health concerns.** In April 2018, Dr. Archie Bleyer, an Oregon resident and former chair of the Children's Cancer Group (then the largest pediatric cancer research organization in the world) whose research has been published in more than 300 peer-reviewed articles, published a peer-reviewed study in *Cancer Epidemiology* finding "no association between individual-level exposures to turf fields and cancer incidence". Bleyer concluded that "[a]voidance of turf fields for fear of increased cancer risk is not warranted." As the local group stated in testimony last month, turf fields bring increased playability at the cost of safety. We see this is a false choice. As Bleyer wrote, "Regular physical activity during adolescence and early adulthood helps prevent cancer later in life. Restricting the use or availability of all-weather year-round synthetic fields and thereby potentially reducing exercise could, in the long run, actually increase cancer incidence, as well as cardiovascular disease and other chronic illnesses."
3. **Our members, both individually and collectively, have spent significant resources ensuring the safety of synthetic turf fields containing recycled rubber infill.** This includes providing our cooperation with the EPA, CPSC, and ATSDR on their ongoing multi-agency study of recycled rubber, collaborative work with international standards organization ASTM developing much-needed safety standards in playgrounds, and past collaboration on multiple research projects looking at the safety of recycled rubber.
 - a. Since the announcement of the EPA-led multi-agency federal study in February 2016, a large body of science has appeared showing no connection between recycled rubber and health concerns. In addition to Dr. Bleyer's study, there recently was a peer-reviewed study also recently appeared in *Environmental Research* that included a multipathway risk assessment of chemicals found within recycled rubber infill that found no elevated public health risk from playing on this material. Additionally, in late-2016, the Dutch National Institute for Public Health and the Environment released a comprehensive study of 100 different recycled rubber fields, referring to any potential risks posed by recycled rubber as "virtually negligible". Finally, the Washington Department of Health released the results of its own analysis on in January 2017 that concluded that cancer rates among youth soccer players included on a coach's list were lower than would be expected. We believe the EPA will soon confirm what we already know to be the case from a large body of existing science.

Finally, we strongly believe that, when considered in aggregate, the existing body of research presents a clear scientific case that playing on synthetic turf fields containing recycled rubber infill does not pose an increased health risk for our children.

Thank you for considering the facts and science we have included.

Sincerely,

Daniel Bond
President & CEO
Synthetic Turf Council

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