



PLANNING COMMISSION

WEDNESDAY, JULY 11, 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 June 13, 2018 Planning Commission Minutes

- II. 6:15 PM LEGISLATIVE HEARING**
- A. Basalt Creek Concept Plan (Bateschell) (60 minutes)
B. ADU Code Updates (Pauly) (45 minutes)

- III. 8:00 PM WORK SESSION**
- A. Boones Ferry Park Master Plan (McCarty) (30 minutes)

- IV. 8:30 PM INFORMATIONAL**
- A. City Council Action Minutes (June 18, 2018)
B. 2018 Planning Commission Work Program

- V. 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, JULY 11, 2018

I. ADMINISTRATIVE MATTERS

- A. Consideration of the June 13, 2018 Planning Commission Meeting minutes

**PLANNING COMMISSION
WEDNESDAY, JUNE 13, 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 6:00 p.m. Those present:

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

City Staff: Chris Neamtzu, Amanda Guile-Hinman, Miranda Bateschell, Daniel Pauly, Jeana Troha, Dwight Brashear, Nicole Hendrix, and Eric Loomis.

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.

Scott Shamburg, 23975 SW Boones Ferry Rd, Tualatin, said he lived right on the border between Tualatin and Wilsonville. He had attended a couple of meetings and believed a lot had changed, but people were being secretive about the borders. He asked if he would be residing in Tualatin or Wilsonville. He supported the Basalt Creek planning and wanted to be involved for both cities, but he needed to know where he was at because Oregon Department of Transportation (ODOT), Washington County, Tualatin, and Wilsonville seemed to be secretive about it. The border had changed, and he just looked in the pamphlet and saw that it had changed again. He had a business and wanted to know if he was in a commercial, industrial, or residential zone.

Chair Greenfield responded several issues needed to be resolved before Mr. Shamburg's questions could be answered.

Chris Neamtzu, Planning Director, said Ms. Bateschell, who was the project manager, could speak with Mr. Shamburg about the map and answer his questions. He assured Staff was not trying to be secretive about any aspect of the project, and residents could reach out to Staff anytime with any questions.

Commissioner Postma said did not want to give Mr. Shamburg the impression he was being pushed out. The project was a joint planning effort and he wanted to know if there was anything else Mr. Shamburg wanted to address.

Mr. Shamburg said the lines had moved. His neighbor was getting some information, but ODOT and Washington County were not really saying anything. He would like to find out if he was in Wilsonville or Tualatin. He had lived at that location for 19 years and had a business. He would like to continue what he was doing there and was afraid that if he did not speak up he would get steam rolled.

Chair Greenfield noted that a public hearing had been scheduled for July on the Basalt Creek Concept Plan, so people would have the opportunity to speak at that time as well.

Grace Lucini, 23677 SW Boones Ferry Rd, Tualatin, distributed an information packet dated June 13, 2018 to the Commission and clarified it was in addition to the material already provided at the dais, which was dated June 11, 2018. She stated she lived in the Basalt Creek area, the unincorporated area of Washington County. She did not have any representation in this process because she did not have any elected officials in Washington County, Tualatin, or Wilsonville, which created a difficult situation because things were presented and it was very difficult to feel that her interests were being represented or given an equal amount of concern as others. The first map showed the location of her property, marked with a black rectangle. Like many of her neighbors, her property extended from Boones Ferry Rd west through the canyon to buildable property on the west side of the canyon. She became actively involved in the process in 2011 when she first saw a survey stake in the front part of her property during the beginning of the Boones Ferry Rd Improvement Project, which was now completed, and she had been following all of the sister projects, as well as this one, since that time. Throughout her experience, she had consistently requested transparency in the process so that everyone could understand what was going on, especially those who had no representation in this process. She understood that property owners within the Basalt Creek area were not required to become annexed in once the concept plan was finished.

Mr. Neamtzu stated that was correct for the City of Wilsonville.

Ms. Lucini asked what would happen when the concept plan identified infrastructure or other major projects going through private property that was not annexed.

Mr. Neamtzu explained those situations would be subject to negotiation at the time the projects were needed. It was hard to answer a broad question like that, but if private property were needed for a public project, the City would go through a substantial process with discussions and appraisals. Typically, road rights-of-way provide all of the connectivity needed for infrastructure to serve sites. He knew Ms. Lucini was concerned about the trail, which might stop at a property line, and nothing may happen for a long period of time until that property came into play, in which case, it could be extended. A lot of variables could occur under a lot of different scenarios for a lot of different types of infrastructure projects.

Ms. Lucini stated that exemplified the issues she had as a citizen within this process. These were not simple, but very multifaceted issues. Being limited to three minutes during City Council sessions, which was the only avenue she had for addressing the governing bodies made it really hard to get multiple questions into the record in that amount of time. She hoped the Commission understood it was very frustrating.

- She had consistently requested notifications of public meetings. This was a problem she had numerous times, as she was never being noticed, even as an interested person. In 2014, both cities decided to make the only amendment to the partnering agreement to require compliance with Oregon public meetings laws. Since that time, she continued to have problems with the Public Involvement Plan that was part of the Basalt Creek program. She appeared when information was presented to the Commission that Tualatin was now doing parks master planning, which might involve her property, but she was not aware of that and had not been notified by Parks and Recreation. This was not the first time. A similar process occurred when a water main was being put in on her property. In April, the Wilsonville Planning Commission meeting was not noticed to her either. She presented an email to Staff and asked why the meeting was not noticed. She was told the meeting was just informational. That was contrary to the public meetings law and to the statement in the Public Involvement Plan, which was on Page 7 of her handouts. It stated, "Planning Commission meetings will be noticed." This was very frustrating and she hoped that this could be remedied once and for all. The email was also included in her handouts that were added to the agenda packet.
- The other issue with the public involvement was that the affected property owners in the Basalt Creek area whose homes would be greatly affected by this had been given limited opportunities to provide input into the planning process. She referred to a chart in her handouts that showed how much involvement the

property owners were asked for, planned to have, and how limited it was. They had a focus group session in 2014 that consisted of six to eight representatives selected by the Cities. Some were businesses and some were residents, but for an area of over 800 acres, they only had six representatives. That was prior to any concept planning and was just an informational session. Since then, they had not been asked for their opinions as a group in a formal way. Yet, the concept plans continued on. She understood that the process was at the point where the two cities had not yet agreed upon the Concept Plan and that an appeal had been filed, which may or may not affect the Plan's progress. She asked what additional actions would be taken during the time that the appeal was being heard.

Mr. Neamtzu confirmed the Land Use Board of Appeals (LUBA) was reviewing the decision that Metro made under the intergovernmental agreement (IGA). Two property owners filed the appeal to LUBA and the cities were proceeding while the appeal was being handled in Salem. Wilsonville was under a mandate to process the concept plans consistent with the IGA and within a very restrictive time frame. If a decision came from Salem requiring Wilsonville to do something different, the City would do so at that point. He confirmed that the appeal only concerned a 40-acre sub-area on the west side of the canyon, just east of Grahams Ferry Rd. Usually, appealed decisions were remanded back for additional work, and Wilsonville would take that action if that was the direction provided by LUBA.

Ms. Lucini said she had been unclear as to whether everything came to stand still.

Mr. Neamtzu added that the IGA did not anticipate this set of circumstances, so Wilsonville must proceed under the timelines articulated in the IGA.

Ms. Lucini stated the handout dated June 13, 2018 included a map of the anticipated public trails through the Basalt Creek area. She was particularly concerned about the one in the center of the map referred to as the Canyon Public Trail. Page 18 of her materials showed an overlay of where the public trail had been identified on the Metro graphic that shows high slopes and significant wetland habitats. It was obvious that the trail would go right through the upper portion of the wetlands and some significant natural habitat. These habitats were Class 1 and Class A, which were the highest valued habitats.

Chair Greenfield said he did not believe the handouts showed a very precise representation of the path.

Ms. Lucini explained that she took the information from the map included in the packet that was distributed that day. It looked as if the trail would run down the back of the property lines. She was concerned about the information provided by Metro. The Recreation Ecology Study looked at the impact of recreational use of natural areas. She provided a summary of the study because it was 169 pages long. The first page stated, "Damage to trails or habitats that have negative effects on wildlife are more likely when trails are inappropriately located, designed, constructed, maintained, or used, or when unauthorized trails are proliferated. These issues also increase trail maintenance costs and negatively affect visitors' experiences." There multiple pages of negative influences on natural areas. She did not believe enough due diligence had been done on the placement of that particular public trail to be included in a public document for dissemination. It put an immediate cloud, legally and financially, on any property close to that pathway.

Commissioner Postma asked why that would put a cloud on any property.

Ms. Lucini said if someone wanted to sell, they would have to disclose that there was a potential public use pathway.

Commissioner Postma said this early in the process, they were not yet looking for precise locations, just generalized areas. The entire Commission was sensitive to the notion of protecting natural areas.

Ms. Lucini said her point was that it was so early in the process that she did not understand why a map needed to be included when a narrative would have been sufficient. The need for potential school sites in the area was

handled that way, and school sites were much more complicated, require much more land, and have many more issues. She asked why schools were purposely excluded from any map included in this plan, yet a public trail had been put on the map when it had an immediate effect. She believed that was inconsistent and she did not believe the placement had been considered in the correct place. She also believed the documentation stated that when linear pathways were placed through natural areas, it caused fragmentation of the ecosystem. Multiple linear pathways through the ecosystem made smaller and smaller areas that become fragmented. Each of those fragmented areas deteriorated because the core of the ecosystem was affected. There were multiple reasons why she felt it was inappropriate at this time and that it was inconsistent with other more major needs. She asked why the map was included in the packet.

Chair Greenfield stated the project is a long way from design. This was a concept plan, which was very preliminary at this point. The plan was saying a path was needed somewhere, and it should look like something, but not necessarily something that could be identified at this point; that would occur after several big steps down the road.

Ms. Lucini said she agreed and suggested that a narrative be used.

Commissioner Postma noted people like himself needed a visual.

Commissioner Mesbah added that there was a big difference between school locations and trail locations. The trail must be in the map because it grounded the connectivity everyone would be looking for. The language would say that this was not the final location, but through the area, through proper design and locating to find a path that was the least impactful on the natural habitat. Stating that the neighborhood would have a school was adequate because a school did not have to deal with the connectivity of different paths, which the City treated differently. He noted Ms. Lucini was making a good and an important point, and as a Commissioner, he would be looking at a thorough evaluation of the habitat quality. The statements she referred to in Metro's literature dealt with high quality core habitats and he did not know if the Basalt Creek area was a high quality core habitat or not.

Ms. Lucini responded that was why she added the map; they were the highest valued Class 1 and Class A riparian and upland habitats.

Commissioner Mesbah stated he would also be looking at the nature of the species and the impacts. Some of the pathways Ms. Lucini was talking about dealt mostly with roads, not hiking trails. However, hiking trails could also have adverse impacts.

Ms. Lucini said multiple linear bisections of a natural area cause fragmentation, so she requested consideration of aligning the bicycle paths in a north/south direction along the local roads currently being designed. At some point, a good planner could accommodate some very beautiful aesthetics if required or desired.

- She had multiple issues with construction and costs, and asked the Commissioners to refer to her written presentation sent earlier in the week. She asked for clear information that was representative of most of the information, which seemed odd, but she was surprised to see a statement that Washington County did not identify any significant natural areas in the Basalt Creek area. There were multiple documents, which she provided in her packet, from Washington County that included material from their Statewide Planning Goal 5 Analysis from 2007 and from Metro. The wetlands were listed in a federal list of wetlands, so she believed it was clear that there were some significant natural areas in the area.
- She asked the Commission to realize when making decisions about the Basalt Creek area that the Basalt Concept Area was not a blank canvas. It seemed to be very easy to become involved in planning a new area, but it was important to remember that many families have homes there and have been there for decades. They have had an extremely limited ability to have any meaningful dialogue with a decision-making body on significant matters that directly impact their property and lives. She asked the Commissioners to imagine themselves in the local residents' position. Through no fault of their own, they

were seeing sweeping changes to their homes and lives. Decisions were being made and putting them in isolation from input into the process. It was well known that the inclusion of people into a change process could improve the general support of the outcome. She suggested the Commission try to include the residents in the process because it would help when it came time to negotiate land acquisition and annexation into the area.

- She asked that Staff take as much opportunity to promote information exchange with the affected property owners, especially now that more defined plans were being produced, but not yet finalized. Open lines of communication and discussion could influence decisions of the property owners with regard to annexation. Negative experiences might be reflected in an election not to annex in and some of the property owners would become citizens of Wilsonville with voting rights and long-term memories.
- She asked the City to double efforts to provide proper notice and consider requiring Staff to provide notice because of the formal declarations that were previously stated in the partnering agreement and Oregon public meetings law.
- She asked the Commission to recommend that planners reduce and limit the number of locations where natural areas were bisected and reduce the amount of fragmentation in the natural areas, align trails along or near existing human created ecological edges rather than bisecting cohesive natural areas. When this was not possible, the trail would not create a totally new ecological edge or address the issue of dogs.
 - They also had not addressed whether dogs should be allowed within the public trail through a natural area. She loved dogs and had dogs. She was not asking to keep dogs out, but would like to have that part of the conversation when determining the location of the trail. Consider making trails along the north/south roads, but separated from the roads being planned in the area to reduce environmental impact and costs, improve access to construction, revision and monitoring of public access.
- The location of the trail had limited vehicle access and she questioned how emergency vehicles would access it or police would monitor it. She also wanted to know who would be responsible for monitoring it, if long and short-term funding had been acquired for monitoring, maintenance, emergency services, and who would be responsible for those.
- She asked that the Planning Commission require Staff to respond to the questions submitted in her email on June 11th. She appreciated the length of time she was given to speak.

Commissioner Postma encouraged Ms. Lucini to stay involved because it was important for the City to get input. He confirmed her email had been received and read, and noted that the information session might provide answers to some of her questions.

Chair Greenfield stated it was the Commission's privilege to have Ms. Lucini present and noted that the public hearing on Basalt Creek was scheduled for July. The Commission would do its due diligence and consider Ms. Lucini's input to prepare for the hearing.

ADMINISTRATIVE MATTERS

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

The May 9, 2018 Planning Commission minutes were accepted as presented.

II. WORK SESSIONS

A. Accessory Dwelling Unit (ADU) Code Edits (Pauly)

Daniel Pauly, Senior Planner, stated that edits to the Code resulted from Senate Bill 1051, which passed in 2017. He presented the Development Code edits for Accessory Dwelling Units (ADUs) via PowerPoint, reviewing the recently passed Senate Bill 1051, noting the requirements that Wilsonville was already in compliance with, and explaining which sections of the Code needed to be amended in order to fully comply with the new laws. His responses to questions regarding the ADU Code edits were as follows:

- As the Code was currently drafted, future updates to homeowners association CC&Rs would not trigger a revision to remove restrictions that prohibit ADUs.

- New deed restrictions that prohibit ADUs would not be allowed. He did not believe this needed to be stated in the Code because it was unlikely that a property owner would place such a restriction on their own property. In a case like Frog Pond, where land would be divided, the land division would have to address any deed restrictions that prohibit ADUs.
- Clarifications to the definitions of attached and detached dwelling units were driven by the types of dwelling units expected in the future. Typically, duplexes were attached. However, there was no language prohibiting detached duplexes. The current ADU standard stated that if an ADU was over 800 sq ft, it was considered a duplex; but, it did not specifically state that if that ADU was detached, it would have to be attached in order for it to be considered a duplex. The standard was that duplexes were attached units, but to make the Code language clear and objective as required by State law, the Code must state duplexes could be detached in order to enable the Code to function in compliance with State law.
- A garage that could be accessed from an ADU, whether on the ground floor or second floor of the garage, or an addition to a house would be exempt from the lot coverage area requirements, but any other structure attached to the ADU, like a workshop, would count against lot coverage.
 - Using the same definition of habitable used by the Fire Marshal and Building Code, was suggested. Staff would consider the different situations that could be built in conjunction with an ADU, and give more thought to ensuring the language more was precise in order to address those different scenarios.
 - The most frequent question was whether certain storage areas counted as habitable. Staff would also clarify that if the storage was only accessed through a door in the ceiling, it was not part of the ADU.

Commissioner Postma:

- Understood that language about having substantially the same exterior design as the main dwelling would be removed but asked what objective standards would be used to ensure the ADU matched the house.
 - Mr. Pauly noted that the majority of the city did not have design standards for houses; that was more market driven. The only exceptions were Villebois, Old Town, and Frog Pond. It was possible to have a nice looking ADU that did not match the house. Additionally, the Code language allowed CC&Rs and deed restrictions to control the architecture like any other building in a neighborhood. Requiring an ADU to match a house without requiring any other structure to match a house would be arbitrary and subjective.
 - Amanda Guile-Hinman, City Attorney, noted the City's code auditors advised that the language in the current Code violated State statutes because it would put a requirement on ADUs that is more restrictive than what is required for the primary dwelling.
- He said it was disheartening to learn that the City could only restrict ADUs to the same extent that the Code currently restricts homes. He confirmed with Staff that "outright" could be deleted from Section 4.113.(.11)A on Page 13 of 45.
 - On Page 23 of 45, he suggested that units per acre in PDR zones be defined to avoid confusion about whether units included ADUs.
 - Mr. Pauly responded language was added because Frog Pond's density was calculated differently. Language for the RN zone specifically stated that ADUs did not count against density. He agreed it would be beneficial to add the same language in the section on PDR zones.
- Stated many of Wilsonville's homeowners expected to live in a neighborhood with a certain amount of lot coverage for buildings as a whole. Now, the Code was saying one building could be added and would be exempt from that lot coverage requirement. He asked if the State statute really required the City to retroactively change lot coverages and if not, did the City want to. Smaller homes with an 800-sq ft ADU would have a disproportionately larger percentage of lot coverage than others. He was concerned about making further density requirements with the proposed exclusions.
 - Mr. Pauly noted the Old Town neighborhood had the smallest homes, which was why the standards adopted for Old Town specifically stated that ADUs were limited to 600 sq ft in that neighborhood.
- Said the Code provided the opportunity to push beyond lot coverages and densities that property owners did not buy into. State law allowed property owners to do that subject to reasonable restrictions. He suggested a lot coverage standard that included ADUs.

- Mr. Pauly explained that including ADUs in lot coverage requirements would prohibit them in most areas of the city. A restriction that essentially prohibits ADUs would not be considered reasonable.
- Disagreed and said he believed the City could require restrictions that might prohibit people from having ADUs on their current lot. He also believed many people would be shocked to learn that lot coverage limits could be exceeded because ADUs were excluded from the requirement. Excluding ADUs would create increased density and neighbors might take issue with that.
 - Ms. Guile-Hinman explained the auditors advised that there should be no restrictions on lot coverage for ADUs because it was not considered reasonable if it restricted a property from having an ADU. One idea Staff had considered was to add a percentage allowance. Accounting for additional lot coverage would make it look as if the City was making a genuine effort to comply with the law. The DLCDC had indicated they would not be adding administrative rules at this point, but DLCDC might force the issue if they believed cities were not implementing standards they believed were reasonable.
- Stated that neither the legislature nor a court had said it would be unreasonable, yet the City was basing its standards on that now.
 - Ms. Guile-Hinman advised against making Wilsonville the test case.
 - Commissioner Hurley added that being considered a test case would depend on which side of the fence one was on.
- Said he did not want an entity outside of the City's jurisdiction to be dictating what Wilsonville's neighborhoods should look like. He was not comfortable with the fact that reasonable was being defined by the DLCDC, which was a non-elected organization.
 - Mr. Pauly said the City's long adopted policy of allowing, and in some ways encouraging, ADUs by allowing them for all single-family homes and waiving SDCs for them was a barrier to those other allowances. Most people who want to add something in neighborhoods like Daydream Ranch typically could not because they were at maximum lot coverage. If the intent of the City's policy was to encourage and allow ADUs in single-family neighborhoods, this was certainly a barrier that needed to be addressed. The code auditors encouraged the City to waive setbacks as well, but Staff was not recommending a change to the setbacks in an effort to help maintain lot coverage.
- Asked if the City had truly determined if ADUs should be encouraged in all instances or not.
 - Mr. Pauly stated the adopted Code seemed to indicate the City would want to allow them. If the record was reviewed, he did not believe he would find that lot coverage issues came up when the policies were adopted.
- Believed it was problematic to tell homeowners that they could and should have expected that the neighborhood's lot coverage requirements would change after decades.

Commissioner Springall noted that the City was clearly growing significantly. He questioned whether the City should always attempt to grow out or sometimes attempt to grow more density in some appropriate areas, not necessarily by putting ADUs on every lot, but where it made sense.

Commissioner Postma reiterated his concern for residents who purchased a home in a neighborhood with a certain lot coverage. The City was now imposing something greater than had been there historically.

Commissioner Heberlein noted that people who owned property in neighborhoods without HOAs had little control over what their neighbors did anyway.

Commissioner Postma responded that when people buy a home in a neighborhood without an HOA, they could reasonably assume that they might be buying into those situations. In this case, homes were purchased with a certain lot coverage that could now be exceeded.

Mr. Pauly understood the concern, but in his 10 years of talking to residents, he did not believe most property owners understood the concept of lot coverage until the requirements were drawn out, which was why he believed maintaining the current setbacks was important.

Chair Greenfield:

- Said he had concerns about the relationship between HOA and Code requirements and asked how much authority HOAs had.
 - Staff said existing HOAs could continue to be more restrictive than the City, but new HOAs established after the Code amendments were adopted would not be able to restrict the development of ADUs. The only requirement an HOA could have would be that the ADU had to look like the house.
- Said he was also concerned about on-street parking, which he believed would have a lot of public input.
 - Mr. Pauly did not believe the Code amendments would result in a change to on-street parking in the majority of the city.

Commissioner Heberlein:

- Confirmed Staff would edit the run-on sentence in Definition 88 on Page 8 of 45, as well as a similar run-on sentence in Definition 87. (Section 4.001)
- Noted that on Pages 26 and 27, PDRs 1 through 3 did not include any lot coverage limits with ADUs, but PDRs 4 through 7 did. He asked if calculations were done on the PDRs to show it would be possible to place an ADU with those lot coverages. For example, the minimum lot size for PDR-7 was 1,500 sq ft, so was getting an ADU on a PDR-7 lot practical?
 - Mr. Pauly replied a tiny house could be done, but probably not; certainly an 800 sq ft unit would not work. He clarified the 800 sq ft was floor area, not lot coverage area. Additional stories could be added, but the square footage could not be expanded much.
- Asked what drove the recommendation to have lot coverage restrictions on PDRs 4 through 7 but not on PDRs 1 through 3.
 - Mr. Pauly explained the limit was a percentage of the lot. A 16,000 sq ft lot could only have five percent more lot coverage. The intent was to maintain no more than 85 percent lot coverage, it would not be necessary on PDRs 1 through 3 because the lots were large and the minimum lot coverage was less. A 5,000 sq ft lot in PDR 3 would have about a 15 percent increase in lot coverage.
 - He confirmed that the 35-ft height limit for single-family developments would also apply to ADUs.

B. SMART Programs Enhancement Strategy (Brashear)

Dwight Brashear, SMART Transit Director, gave background information on the Transit Master Plan (TMP), which remained budget neutral after SMART received \$2 million in federal funding. Additionally, House Bill 2017 (HB2017) made funds available for specifically for transit projects. Restrictions on the HB2017 funding required an amendment to the TMP in order for SMART to be eligible to receive those funds. He introduced Nicole Hendrix, Transit Management Analyst and SMART Operations Manager Eric Loomis, noting that they were part of a team that would update the TMP for the City of Wilsonville and surrounding areas.

Mr. Brashear, Mr. Loomis, and Ms. Hendrix presented the Smart Programs Enhancement Strategy via PowerPoint, describing the financial aspects and funding eligibility requirements of HB2017, projects identified in the TMP, and details of the public involvement process and future public input opportunities. The completed TMP must be submitted to TriMet by mid-October so that TriMet could get its plans to ODOT on November 1st. If SMART missed the October deadline, it would have to wait until May 2019 to submit the TMP and the first funding allotment would not arrive until October 2019. TriMet was struggling to meet their November deadline.

Commissioner Heberlein expressed concern that the tight 30-day timeline would not provide a lot of opportunity for public comments and that the online survey did not gather feedback from the entire population.

- The project team reminded that two years of outreach had already been conducted, which led to the projects being included in the TMP. The updates were not a standalone plan, and, there would be additional opportunities to provide input as more services and projects were added to the TMP over the next few years. The TMP was just adopted in 2017, so the projects were still fresh in the publics' minds.

Chair Greenfield noted that with the availability of additional funding, there might be increased interest in input and there were a couple of months to gather that input before the public hearing, and then, City Council would also have a couple of months to work on it.

Commissioner Hurley:

- Asked why the presentation did not mention the mixed-use facility at SMART that was included in the packet.
 - Mr. Loomis responded that the facility at SMART Central was part of a transit development project with Metro. It was a priority for SMART to learn what type of mixed-use facility its customers wanted.
 - Mr. Brashear added that retail was being considered for the bottom floor with housing above.
- Said that had failed massively in Portland.
 - Mr. Brashear responded that might depend on what one's idea of failure was. Similar projects had created gentrification, which some people equated with failure. Generally, transit mixed-use projects had been successful in achieving the goal of getting people closer to transit, child care, dry cleaning, coffee, etc. What had not been successful was that those projects had driven the people they were initially designed to help out of the area because they could no longer afford to live there.
 - He confirmed the facility would be on city-owned property, noting that national and local organizations participated in these types of projects. The City would be the landlord, but would not manage any of the facility.
- Said he did not want Wilsonville to be responsible for bad development. He did not believe WES was a success story, but an albatross for TriMet and Wilsonville with poor ridership. He did not want Wilsonville to spend tens of millions of dollars for something that might not do well down the road. He understood this was long-term development, but he was concerned about having an affordable housing/mixed-use development at a WES transit station for WES when heavy rail was and/or should be gone. The airline industry had given up on the hub and spoke. Uber and Lyft were changing the landscape of transit, so he wanted Wilsonville to be cautious about spending that much money. Business taxpayers funded SMART, not residential taxpayers.
 - Mr. Loomis said during the planning, some of the funds would be used to hire a company that would make sure the project was economically sound before building began.
- Noted that ridership had decreased between 2012 and 2016, and asked for more current data.
 - Ms. Hendrix explained that SMART became a national transit database full reporter in 2017, so she had not yet done a full year of data tracking. Ridership depended on the route. Some routes were now doing better than in the past and other routes had remained the same.
 - Mr. Loomis added that the TSP was implemented in September 2017 and there had been an increase in some of the routes which required expansion. Some of SMART's routes became outdated as the city grew. Additionally, SMART's decrease in ridership was consistent with national averages.
 - Mr. Brashear said SMART became a full reporter in order to bring more grant funding into Wilsonville.

Chair Greenfield confirmed HB2017 funds were for new or enhanced services and asked how the City would demonstrate that.

- Mr. Brashear replied the TMP would demonstrate how criteria would be met and how services would be added and expanded. For accountability, services would be evaluated and reports sent to ODOT quarterly and annually. SMART would use ODOT's software to determine the potential benefits of a service, but ODOT had not yet stated what metrics it would be looking for.

Commissioner Hurley:

- Noted the State's requirements for alternative fuels, but he did not see compressed natural gas (CNG) in the list and asked if CNG was acceptable based on the State's requirements.
 - Mr. Brashear confirmed electric or CNG was specified. He noted SMART just received a grant of about \$120,000 to expand its CNG fueling.

- Asked if the State differentiated between green or toxic alternative fuels, such as the CNG compared to a battery-powered bus with a lot of nasty batteries.
 - Mr. Brashear did not believe the State had taken that into consideration. The goal was to move away from fossil fuels. As the largest purchaser of diesel fuel in the state, TriMet was under a lot of pressure from the Oregon Environmental Council and others, who show up at TriMet's meetings regularly.
- Asked if SMART was able to handle the dial-a-ride service or were Lyft and Uber being considered for medical transport services.
 - Mr. Loomis replied that in July, a citizens committee would begin to plan recommendations on dial-a-ride services to the Planning Commission and City Council. The TMP mentioned this, but it was not a robust piece of the Plan. SMART had several programs within dial-a-ride, and so far, SMART was meeting the community's needs. He added that using Uber and Lyft for para transit could be extremely complicated due to FDA requirements to do drug and alcohol testing.
- Said he liked the weekend service in Wilsonville as it allowed people to keep going to local businesses.

Commissioner Springall appreciated that Ms. Hendrix would share the survey link with the Commission because he had heard feedback from a few people on specific items, one of which regarded the timing of the SMART service to Salem.

Commissioner Heberlein:

- Said the project description seemed to be related more to increasing service, not increasing ridership on existing service. He believed the Fare Free service had the greatest potential to increase ridership. Adding services, hours, and routes would incur additional expenses. He asked what could be done to increase ridership on existing routes.
 - Mr. Loomis said frequency would increase ridership. Frequency had been interlaced into the TMP, so it was not mentioned separately. Once projects were identified, details about frequency changes would be stated.
- Said that traffic getting worse and ridership decreasing was an indication that something was not being done right. The unexpected HB2017 funding source was an opportunity and should be used the right way.
 - Mr. Brashear added that Metro was looking at that issue regionally. Public transportation needed to look attractive compared to sitting in traffic.

Commissioner Postma:

- Stated that businesses put a substantial amount of money into this system and he was concerned about completely eliminating out of town fares. Accountability was important. Eliminating fares indicated that SMART would take advantage of the blank check provided by businesses. He understood additional funds were obtained from a different source for the mixed-use facility, but he did not want to spend transit funds on things that did not bring people to the businesses that pay much of costs. The market was a better predictor and developers were better at those projects than cities.
 - Mr. Brashear explained that the funding for the mixed-use facility would likely come from an agency like Metro or the federal government, and they would only fund good projects they believed had merit. No funding from employers would be used.
- Said in his opinion, it would still divert attention and resources to something that did not bring people to businesses in Wilsonville.

Chair Greenfield noted the additional service to Woodburn, Oregon City, Wilsonville, and Hillsboro would presumably also serve employees coming in and out of Wilsonville to those destinations, which was of concern to those businesses that were dependent on those employees.

Commissioner Postma noted it also indirectly meant SMART was taking Wilsonville citizens to another city to spend their money, too.

Commissioner Hurley noted SMART would be contacting businesses and asked if a mechanism existed for SMART to allow Wilsonville employers to provide free employee bus passes to take advantage of the tax already being paid by that business.

- Mr. Brashear responded it was a great concept and was essentially, free transit service. His argument was that the employee would now be taxed through HB2017, and had already paid for the transit service.

Commissioner Postma noted if SMART provided service to Woodburn, which had a large outlet mall, Walmart, and shopping options not available in Wilsonville. To what extent would a fareless system encourage business dollars out of Wilsonville as opposed to into Wilsonville?

Commissioner Hurley agreed, noting as a citizen, if he wanted to shop in Woodburn or had to get to work outside of Wilsonville, he should have to pay to use the bus to get there. However, if he lived outside Wilsonville and needed to get to work in Wilsonville, could he get a free SMART bus pass because his company was already paying the tax? It would all be within the SMART system and did not involve using the company's pre-tax dollars to buy the bus pass.

- Mr. Brashear responded that as a transit professional, it was simple: transit provides freedom. He did not look at people going to Woodburn to spend their dollars, though he understood businesses looked at it that way. All he cared about was getting people where they wanted to go, no matter the reason. He did not look at transit as an "us-against-them" kind of thing. At the end of the day, citizens participating in the survey would inform SMART's route decisions.

Commissioner Postma:

- Said he also understood that the City was asking businesses, who were already paying a large share of transit, to potentially pay into a system that encouraged business dollars to go to a different community. That was his concern.
 - Mr. Brashear noted the architects of HB2017 did not care about that; they wanted SMART to use the HB2017 money to get people where they wanted to go. SMART would not be using the employer side of the money.
- Noted every Wilsonville business wanted to make sure they were getting something back; they were paying for it and wanted to know there was some accountability for that.
 - Mr. Brashear responded that buses run both ways, so people might be coming to Wilsonville for a number of reasons and spend their money here. He wanted SMART to be the company that brought them to Wilsonville.
- Responded he did as well.

Commissioner Mesbah stated in the next presentation on the TMP, he would like the Planning Staff to present case studies of transit node mixed-use development as a net property tax increase to the City and revenue resource to the City. Throughout the country, a transit-oriented development on transit node was used for the purpose of, through a market mechanism, increasing the value of property around a station and creating a net revenue source for the City as a result of that, which would otherwise not be there. Whether or not this was going to be affordable housing or whatever other use was a secondary kind of consideration, but he believed the concept was being missed, and a short ten-minute presentation would be adequate and informative.

Commissioner Heberlein said the only question he had was, given the location of the facility and where the potential development would be, would the City really expect to see increase in property values for commercial/industrial buildings as a result of a mixed-use facility.

Commissioner Mesbah responded it would not necessarily be industrial. Most of these developments were not industrial. Most were commercial.

Commissioner Heberlein said that was his point. The development would occur in an area that was surrounded by commercial activity, not residential. So, he would not expect to get a significant increase in property values

as a result of that. If it was around neighborhoods, then that would make complete sense. He just was not sure that was the case here, which was why he questioned if it was the right location for this type of development.

Commissioner Mesbah stated that in places where this was done, it was done where one would not expect that kind of development, which was why it was value added and why he wanted the Planning Staff to do it, because they would have to address exactly the issues being raised, all of which were germane.

Commissioner Springall said he believed the Barber Street Bridge to Villebois across the wetlands was actually directly adjacent to a residential area just across the bridge. Additionally, the bridge over I-5 at the other end of Barber Street connected to the Town Center area. So, the transit station area was kind of interesting. It was industrial and kind of low rent, right now, frankly. Maybe there was opportunity to increase the land value of that particular location along Barber Street close to the station. He concurred with Commissioner Mesbah that the idea should be investigated a bit further before discarding it.

Commissioner Mesbah stated that the issue of gentrification could also be addressed. If that was something that could threaten that entire area, then this was the time to plan for it and figure out what to do about it to balance it out.

Commissioner Hurley said he was primarily concerned with the stewardship of taxpayer dollars. The Round in Beaverton was supposed to be a transit hub, but it was colossal, multi-decade failure and the City of Beaverton had to bail them out. If the City owned the land, the lease would have a 99-year term. The developer incurred all costs, but development becomes the property of the City if construction loans were defaulted on.

Staff confirmed such a mixed-use facility would require an amendment to the Comprehensive Plan because the industrial zone was not currently set up to accommodate housing.

Chair Greenfield called for a brief recess at 8:37 pm and reconvened the meeting at 8:44 pm.

C. Basalt Creek Concept Plan (Bateschell)

Chair Greenfield confirmed public testimony would be taken after Staff's presentation.

Miranda Bateschell, Planning Manager, said the Commission was well aware of the process that Wilsonville and Tualatin had gone through to get to this point with a draft concept plan. She presented a high-level overview of the concept, proposed Comprehensive Plan Amendments and Next Steps via PowerPoint, noting that Wilsonville and Tualatin Staff were working on a comprehensive response to the comments provided by Grace Lucini. The trails map indicated general locations where trails were likely to be located. Master planning and design alignments would be done before any of the trails were developed, and natural resources would be taken into consideration at each location. The vision was to have trails elevated up above natural resources on the bluff, not in the canyon. This would require a lot of coordination between the two cities and regional partners. She clarified that parts of the anticipated trail area were flat and other parts dropped off into the canyon. There was also a high elevation on the west side of the canyon above the natural resource. From Boones Ferry, the natural resource could not be seen, so a pedestrian trail on the west side off of the road network would provide more of a connection to nature.

Chair Greenfield reminded that this plan was just a functional concept, not a design concept. He called for comments from Mr Root.

Gordon Root, 485 S State St, Lake Oswego, encouraged the Commission to continue to move forward. He had been involved in the Basalt Creek Concept Plan since Metro adopted the ordinance in October 2004. This property was brought in to satisfy a need for employment and residential lands north of the Connector for a 20-year buildable land supply. Fourteen years into the process, not a single piece of dirt had been turned. From a

property owner's standpoint, the process had been agonizing. He was a real estate investor who made speculative investments based on the time frame outlined in the ordinance. In May 2019 the project would be where it should have been in October 2011. The plan had been hashed and rehashed, discussed and re-discussed. Wilsonville had an 86 percent net employment market, so he planned to sell his property in Lake Oswego and move to Wilsonville. His project in Woodburn was for 708 single-family residences and 105 apartments. The target market for that project was the employees who work in Wilsonville businesses. Wilsonville gets unaffordable and unattainable for many people, so he hoped to offer a housing choice in Woodburn because it was a short commute to Wilsonville. Therefore, he encouraged a Woodburn bus route.

Ms. Bateschell believed the plan was very close to being approved. Many of the edits left to complete are not substantive and she had just received a revised draft the consultant earlier that day. That draft would be reviewed by City Council on Monday, and the rest of the edits would be made later in the week.

- The two cities had not yet discussed what the north/south trail would look like because this plan was at the conceptual level. Connectivity was needed particularly on the north side and they would like to connect people to the natural resource.

Commissioner Heberlein said he was not sure a trail was necessary because Boones Ferry and Grahams Ferry were not that far apart, and the proposed trail did not look as if it would connect to the existing trail network on the south side. He preferred better connectivity.

- Ms. Bateschell said a trail would be a nice asset for the new residential neighborhood to the north and for employers in the southern portion. It would also connect to Wilsonville's pedestrian and bike system to the south. As Day Road and Garden Acres Road were improved, the trail could be connected to a significant regional trail that would come all the way down into and through Wilsonville.

Chair Greenfield noted trails have two different viable functions, connectivity and enjoying outdoor activities. Even though the Boeckman Creek Trail went nowhere, it was still a very nice natural area.

Ms. Bateschell addressed several questions from Commissioner Springall as follows:

- She verified the route of the Ice Age Tonquin Trail in Basalt Creek, noting she did not believe Tualatin had adopted the trail, so that specific alignment was not shown.
- She confirmed that the West Railroad was included on all of the Concept Plan maps because it was in the area added to the urban growth boundary (UGB) by Metro, and the acreage would be added to the City of Wilsonville. The West Railroad area would be a future study area that would likely need its own analysis and master planning to determine the best and most efficient land use and service would be for the area.
- She confirmed the West Railroad area was included in the Concept Plan, but would be excluded from any initial Basalt Creek master plan. The area would be provided with its own designation that would not have a land use tied to it yet.
- The master plan timeline for Basalt Creek was budgeted for FY2019-2020. Additional work could be done on Basalt Creek once updates were done to the Comprehensive Plan and Comprehensive Plan Map. The project team had discussed several methods for moving forward with updates to the Development, Zoning and Form Based Codes, or possibly an economic development strategy. Many of the existing Capital Improvement Plans already accounted for land use and services in Basalt Creek, so extensions of the main lines had already been identified and included in the Concept Plan. The scope of next steps was still being determined. Plans could move forward in steps or as one project.
- No archaeological work had been completed yet to determine whether there were any Native American camps in the area.

Commissioner Postma confirmed that the physical boundary line between the cities would also mark the division between infrastructure and services, regardless of gravity. Each city would serve its own land area with its own infrastructure systems.

- Ms. Bateschell added that geological findings indicated a variety of basalt and other materials in the area. Gravity flowed toward Wilsonville, so the only pump station would be installed if and when the West

Railroad area developed. She also anticipated that Tualatin would install gravity pumps for the properties on Basalt Creek Canyon.

Commissioner Mesbah:

- Requested more descriptions about the characteristics of the natural resources area. He believed this would avoid potential confusion about the habitat quality and clarify that the area was for restoration. A couple of paragraphs about restorative habitats and trail standards would be helpful. He also requested specific information about species in the area, sensitivities of the upland habitat, and appropriate levels of activity in the area.
 - Ms. Bateschell confirmed the Existing Conditions Report, one of the attachments to the Concept Plan, included language that would guide future steps and master planning.
- Said the typical resident would not read the report, so clarifying paragraphs should be added to the Concept Plan because the plan should be educational.

Chair Greenfield agreed.

Ms. Bateschell noted that because of the appeal of Metro's decision on the arbitration process, the City had decided to wait before moving forward with proposed Comprehensive Plan Amendments. Direction provided by the Land Use Board of Appeals (LUBA) would guide Staff on what should go into the Comprehensive Plan and could result in modifications to the Concept Plan. Additionally, Wilsonville would need to work with Washington County to update the Urban Planning Area Agreement and Comprehensive Plan Map. She confirmed that the Comprehensive Plan updates would need to be adopted by May 2019.

III. INFORMATIONAL

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

There were no comments.

B. 2018 Planning Commission Work Program

Chris Neamtzu, Planning Director, announced the Signage and Wayfinding Open House would be on June 26th from 5:30 pm to 7:30 pm. Staff would be soliciting public input on three designs and multi-modal route priorities. The designs and a survey would be published in the online open house, which would run for about a month. He described the process used by the consultant team to develop the designs, which were based on input from a focus group.

Commissioner Springall confirmed that the informational meeting on French Prairie Bridge in July might be postponed, as there were no meaningful updates to present at this time and the task force would not meet again until fall to consider bridge types.

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

Exhibit No. 4, dated June 4, 2018 from the Synthetic Turf Council, was provided to the Commission at the dais.

Chris Neamtzu, Planning Director, clarified that Staff had originally received testimony via email, but not the attachments. The exhibit presented to the Commission included the email and the attachments. He confirmed the hearing had been scheduled for August.

Commissioner Heberlein noted the email from Mr. Bond included a disclaimer that the email was confidential and lacked an authorization statement. However, the email was now part of the public record.

IV. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 9:37 p.m.

Respectfully submitted,

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



PLANNING COMMISSION
WEDNESDAY, JULY 11, 2018

II. LEGISLATIVE HEARING

- A. Basalt Creek Concept Plan (Bateschell) (60 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP18-0005**

**A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THE
WILSONVILLE CITY COUNCIL ADOPT THE BASALT CREEK CONCEPT PLAN
FOR THE BASALT CREEK PLANNING AREA.**

WHEREAS, the Planning Commission of the City of Wilsonville (“City”) has the authority to review and make recommendations to the City Council regarding legislative changes to, or adoption of new elements and sub-elements of, the Comprehensive Plan pursuant to Sections 2.322 and 4.032 of the Wilsonville Code (“WC”); and

WHEREAS, the proposed Basalt Creek Concept Plan as adopted will become a supporting document to the City’s Comprehensive Plan; and

WHEREAS, the Planning Director submitted a proposed Resolution to the Planning Commission, along with a Staff Report and Findings, in accordance with the public hearing and notice procedures that are set forth in WC 4.008 and 4.012; and

WHEREAS, in 2004 the Metro Council added two areas located generally between the cities of Wilsonville and Tualatin to the Urban Growth Boundary (UGB) to meet a regional industrial lands need through Metro Ordinance No. 04-1040B; and

WHEREAS, the above-described areas are known as the Basalt Creek and West Railroad Planning Areas which are generally referred to as the “Basalt Creek Planning Area”; and

WHEREAS, in 2011, the City of Wilsonville approved Resolution No. 2293 authorizing an Intergovernmental Agreement (“2011 IGA”) with Metro, Washington County, and the City of Tualatin (the “Parties”) to engage in concept planning for the Basalt Creek Planning Area; and

WHEREAS, the above Parties agreed to memorialize and endorse the recommendations and results of the 2013 Basalt Creek Transportation Refinement Plan, and, in 2013, the City of Wilsonville approved Resolution No. 2435 acknowledging the Basalt Creek Transportation Refinement Plan; and

WHEREAS, from October 2013 through October 2016, the Wilsonville and Tualatin City Councils held five joint Council work sessions considering several boundary and land use alternatives for the Basalt Creek Planning Area; and

WHEREAS, over that same time period, two public workshops were held and the Wilsonville and Tualatin Planning Commissions and City Councils convened several work sessions to discuss and take public testimony; and

WHEREAS, the City of Wilsonville approved Resolution No. 2657 authorizing an Intergovernmental Agreement (“2017 IGA”) with Metro, Washington County, and the City of Tualatin to ask Metro to make a decision on the designation of the land use for an area within the Basalt Creek Planning Area that consists of approximately 52 acres of developable land, commonly referred to as the “Central Subarea;” and

WHEREAS, in the 2017 IGA, the City agreed to pass a resolution adopting a concept plan, reflecting the Metro decision, within 120 days after the date Metro’s decision becomes final and effective, and to adopt an ordinance amending the City’s Comprehensive Plan within one year after the Metro decision; and

WHEREAS, Metro made its decision on April 19, 2018 in accordance with the 2017 IGA and adopted Resolution 18-4885 on May 3, 2018 acknowledging that decision and beginning the 120-day time period requiring the City to adopt the Basalt Creek Concept Plan; and

WHEREAS, the Planning Commission, after public hearing notices were provided to 198 property owners and to a list of interested agencies, emailed to 400 people, and posted in three locations throughout the City and on the City’s website, held a public hearing on July 11, 2018 to review the proposed Basalt Creek Concept Plan, and to gather additional testimony and evidence regarding the proposed Basalt Creek Concept Plan; and

WHEREAS, the Planning Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and its Attachments, as presented at the July 11, 2018 public hearing, including the findings and recommendations contained therein and does hereby recommend that the Wilsonville City Council adopt the

proposed Basalt Creek Concept Plan as approved on July 11, 2018 by the Planning Commission;
and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 11th day of July, 2018, and filed with the Planning Administrative Assistant on _____, 2018.

Wilsonville Planning Commission

Attest:

Tami Bergeron, Administrative Assistant III

Chair Jerry Greenfield: _____

Commissioner Eric Postma: _____

Commissioner Peter Hurley: _____

Commissioner Ron Heberlein: _____

Commissioner Kamran Mesbah: _____

Commissioner Phyllis Milan: _____

Commissioner Simon Springall: _____



PLANNING COMMISSION STAFF REPORT

Meeting Date: July 11, 2018		Subject: Adoption of the Basalt Creek Concept Plan	
		Staff Member: Miranda Bateschell	
		Department: Community Development Department	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 7/11/18 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input 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 Planning Commission action is in the form of a recommendation to the City Council.	
Staff Recommendation: Staff recommends the Planning Commission conduct the public hearing, and when complete, forward a recommendation of approval to the City Council.			
Recommended Language for Motion: I move the Planning Commission adopt LP18-0005 recommending approval of the Basalt Creek Concept Plan.			
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:

The Commission will conduct a public hearing to consider the Basalt Creek Concept Plan for adoption. The draft plan before the Commission reflects several years of planning efforts. 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 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 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 (TRP) 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 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. Landowners in the Central Subarea have submitted a notice of intent to appeal Metro's decision to the Land Use Board of Appeals.

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 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, and
- Sets specific action items and implementation measures.

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 on July 11, 2018. A Council hearing date has been set for August 6 to consider adoption of the Basalt Creek Concept Plan.

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 (UPAA) amendment process with Washington County. Staff anticipate finalizing the UPAA process and Comprehensive Plan Amendments by spring 2019.

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. Please refer to Attachment 3 for a complete list of all public outreach conducted for the Plan.

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 Plan has been through many revisions. The Planning Commission may provide recommendations and modifications to the Concept Plan. 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:

1. Basalt Creek Concept Plan and Technical Appendices ([Link to Document](#)) dated July 2, 2018
2. Concept Plan Findings Report
3. Public Meeting Index Record ([Link to Document](#))
4. Joint City Council Meeting Packets And Minutes ([Link to Document](#))
5. Wilsonville Planning Commission and City Council Meeting Minutes Excerpts ([Link to Document](#))
6. Metro Resolution 18-4885 and Meeting Packet ([Link to Document](#))
7. Citizen Input – testimony prior to public hearings ([Link to Document](#))
8. Basalt Creek Open House Summaries ([Link to Document](#))
9. Boones Ferry Messenger Communications ([Link to Document](#))
10. Mailed / Emailed Updates To Interested Parties ([Link to Document](#))
11. Basalt Creek Concept Plan Planning Commission Record Index ([Link to Document](#))



JULY 2, 2018 DRAFT

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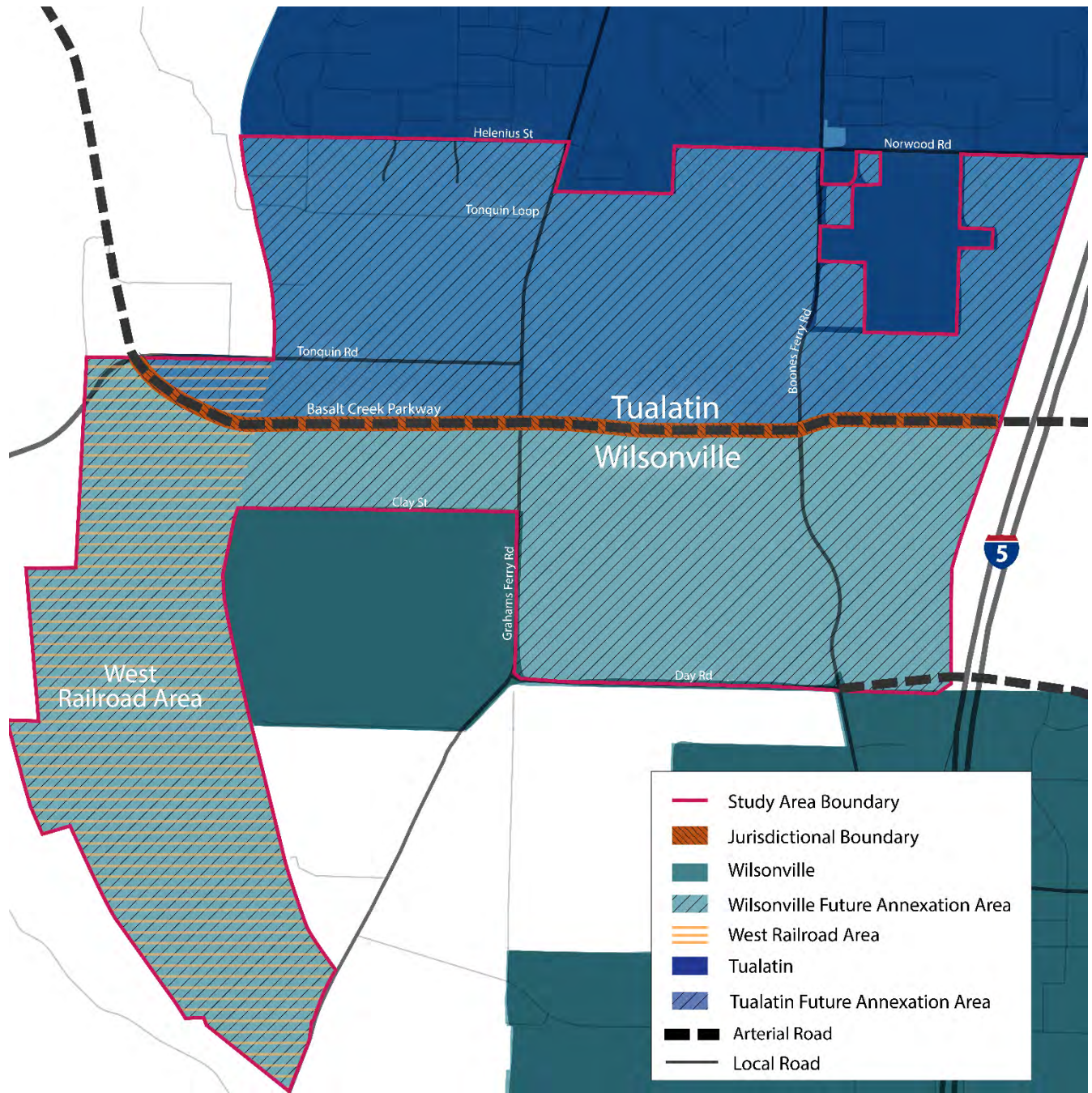
Appendix K: Acknowledgements

Introduction

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 Planning 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 Tualatin-Sherwood Road to Grahams Ferry Road. In the future, 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 Basalt Creek Planning Area over the next twenty years. To accomplish this, the plan:

- Establishes a vision for urbanization of the Basalt Creek Planning 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)
- 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 Industrial Area), 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 Basalt Creek 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 the Basalt Creek Parkway centerline 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 (TRP), which is also coordinated with the 2014 Metro Regional Transportation Plan (RTP). Basalt Creek Parkway, portions of which are currently under construction, will be a major east-west arterial, with limited access (connecting only at Grahams Ferry and Boones Ferry Roads), 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.

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 a joint approach to natural resource management practices. There are also significant riparian and upland habitat areas in the West Railroad Area. All natural resources in the Planning Area are mapped on Figure 13.
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.
Implementation Strategies and Tools	Recommendations for a public facilities phasing plan include conceptual overviews of the recommended facilities and 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 recommendations include sequential action items necessary for implementing the plan and readying the Basalt Creek Planning Area for future development.

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 identify key elements for 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 K for full list of members).

The PMT met regularly 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 K 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.

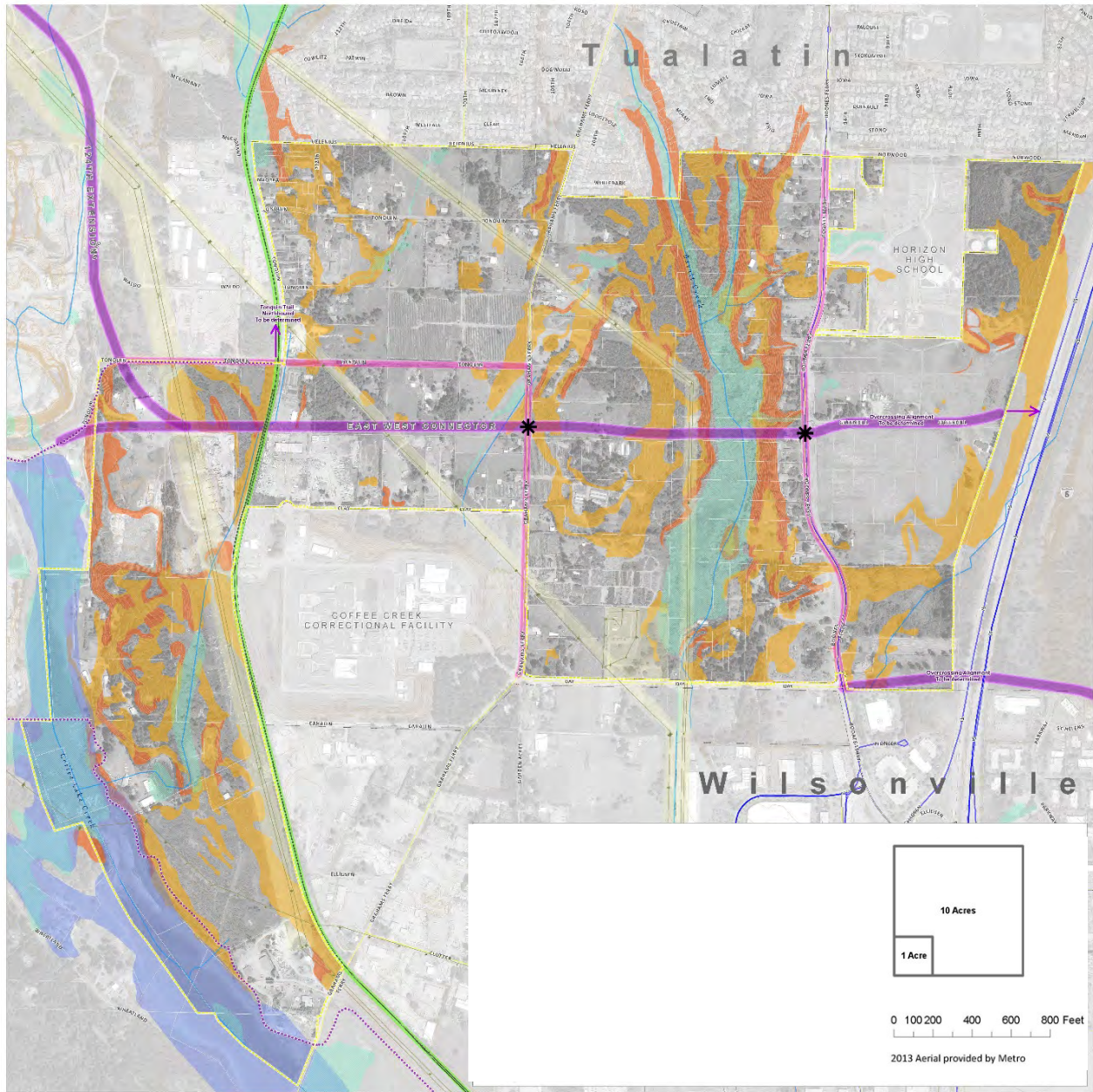
Public Involvement Plan

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 Planning 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 Example of the Basalt Creek Planning Area Base Map used for workshop activity. Participants used these maps to draw and design a vision for future uses of the Basalt Creek Planning Area.



Basalt Creek

- City Limits (Source: RLIS 2014)
- Planning Area (Source: Cities of Tualatin and Wilsonville)
- Taxlots (Source: RLIS 2014)
- PGE Transmission Poles (Source: City of Wilsonville)
- PGE Transmission Lines (Source: City of Wilsonville)
- Railroads (Source: RLIS 2014)
- Proposed Ice Age Tonquin Trail
- WES Commuter Line (Source: RLIS 2014)
- Bicycle Routes (Source: RLIS 2014)
- Bus Lines (Source: RLIS 2014 and Metro)
- Future Roadway Improvements (Source: DKS Associates)
- Approx. Alignment of Future Major Roadways (Source: DKS Associates)
- East West Connector Access Point
- 5 Foot Contours (Source: RLIS 2014)
- Stream (Source: RLIS 2014)
- Wetland (Source: Fregonese Associates and RLIS)
- FEMA 100 Year Flood Areas Updated by Metro (Source: RLIS 2014)
- Slopes (Source: Fregonese Associates)**
- 10% and above (generally unsuitable for industrial development)
- 25% and above (unsuitable for any development)
- PGE and BPA Easements and Property (Source: PGE and BPA)

Stakeholder Interviews/Focus Groups

The Basalt Creek concept 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) typically 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 Planning Area

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. These development scenarios used existing buildings from both jurisdictions to model potential future development and reflect existing zoning and development regulations in the Envision Tomorrow modeling program (see Appendices C1 and C2).

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: the location and amount of different land uses, the 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 D) 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.

Concepts that Shaped the Plan

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 E for Guiding Principles Memo which provides further descriptions).

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

In addition to the Guiding Principles, during a Joint Council meeting, the Councils also identified ten key elements for successful implementation of the Basalt Creek Concept Plan that relate to key functions such as the sewer, water, and transportation services, land use and natural resources in the area. These considerations informed the key elements of the Concept Plan (see Appendix E for 10 Considerations of Success for further descriptions).

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, 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 the Basalt Creek Planning Area 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 Planning Area. The existing housing in the 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 (a private 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. 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.

- 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.

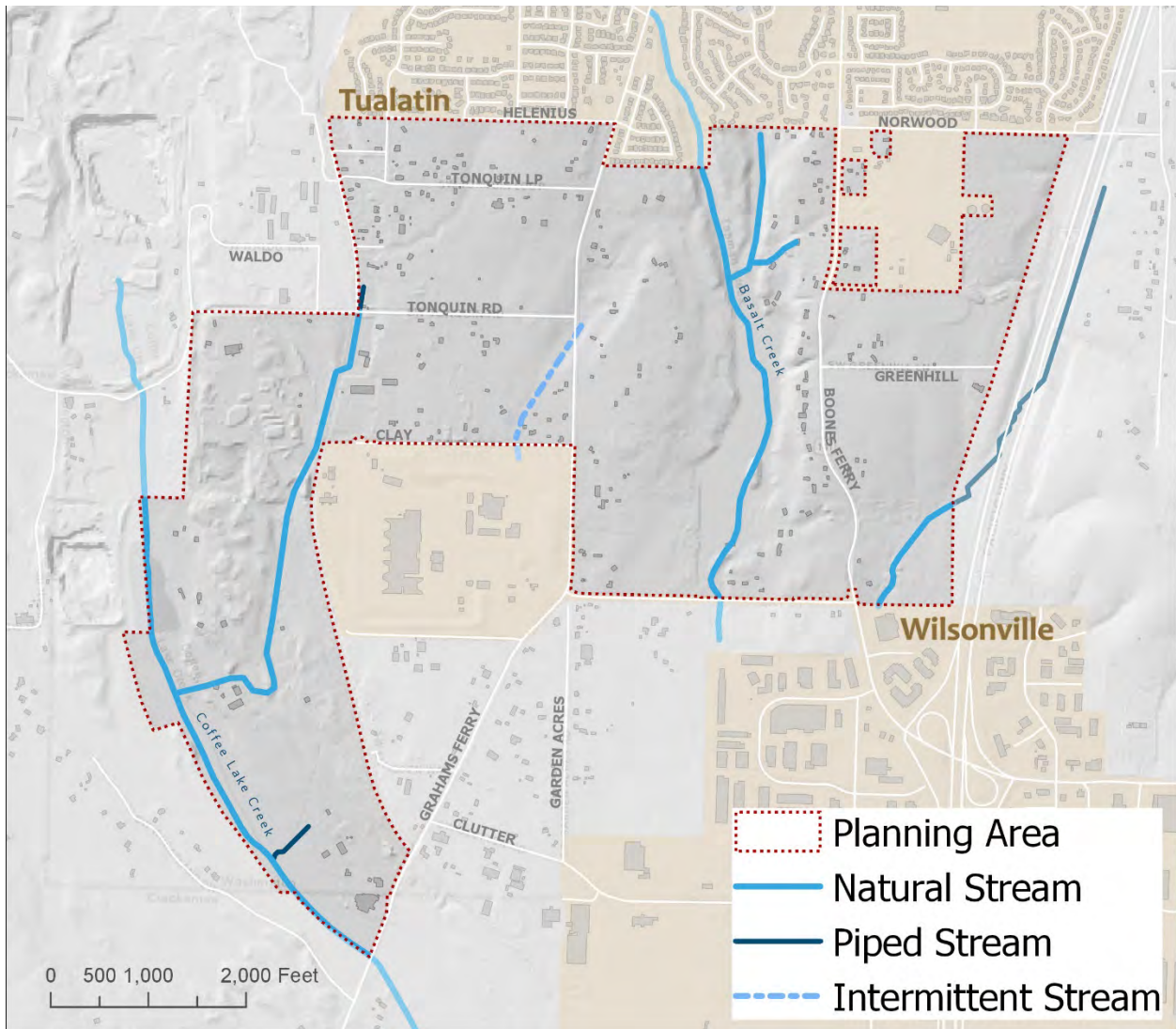
Natural Resources

Wetlands, floodplain, upland habitat, streams, open water and riparian areas provide important natural resources in the planning area. Within the Basalt Creek Canyon and Coffee Lake Creek basin, there are open water, emergent and scrub-shrub wetlands. The small, forest patches scattered throughout the planning area provide travel corridors and habitat for a variety of species including Red-legged Frogs and the Pileated Woodpecker. Land suitability studies for this area identified constrained lands including 18,845 feet of natural streams; 1,402 feet of underground or piped streams, defined as water that flows under the surface in a definite channel; and 789 feet of intermittent streams in the Planning Area.

There are two main streams in the Planning Area, Basalt Creek (also known as Seeley's Creek or Tappin Creek) and Coffee Lake Creek and its east tributary, which run through the West Railroad Area. There is also an underground, piped stream near I-5 along the eastern edge of the Planning Area. 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.

Figure 4 Map of Streams by Category.



Buildable Lands Assessment

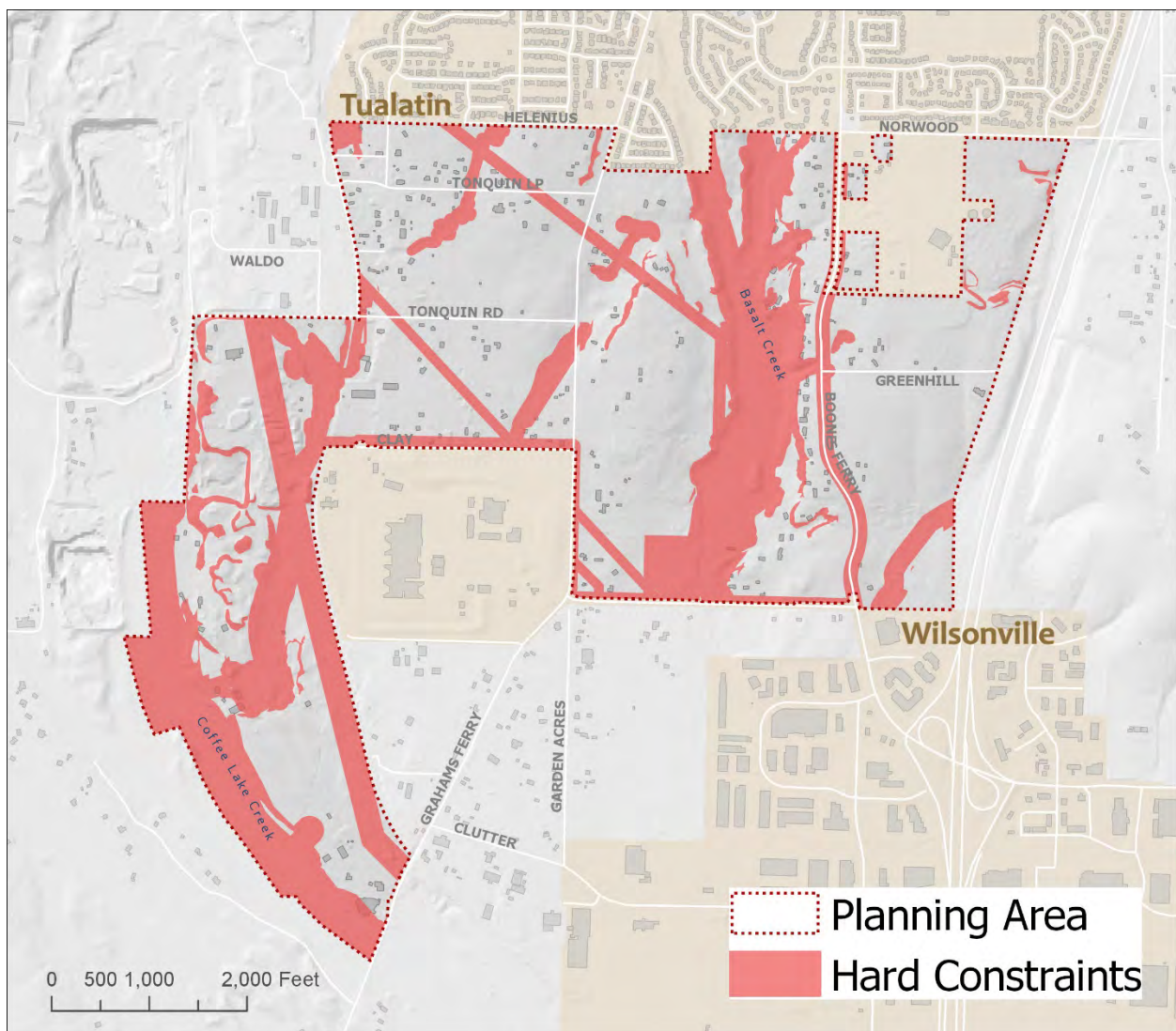
A buildable lands assessment for the Basalt Creek Planning Area (see Appendix F) screened out parcels where there is limited or no development potential to identify the places where development is most suitable given the environmental and regulatory context. There is a range of factors that influence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

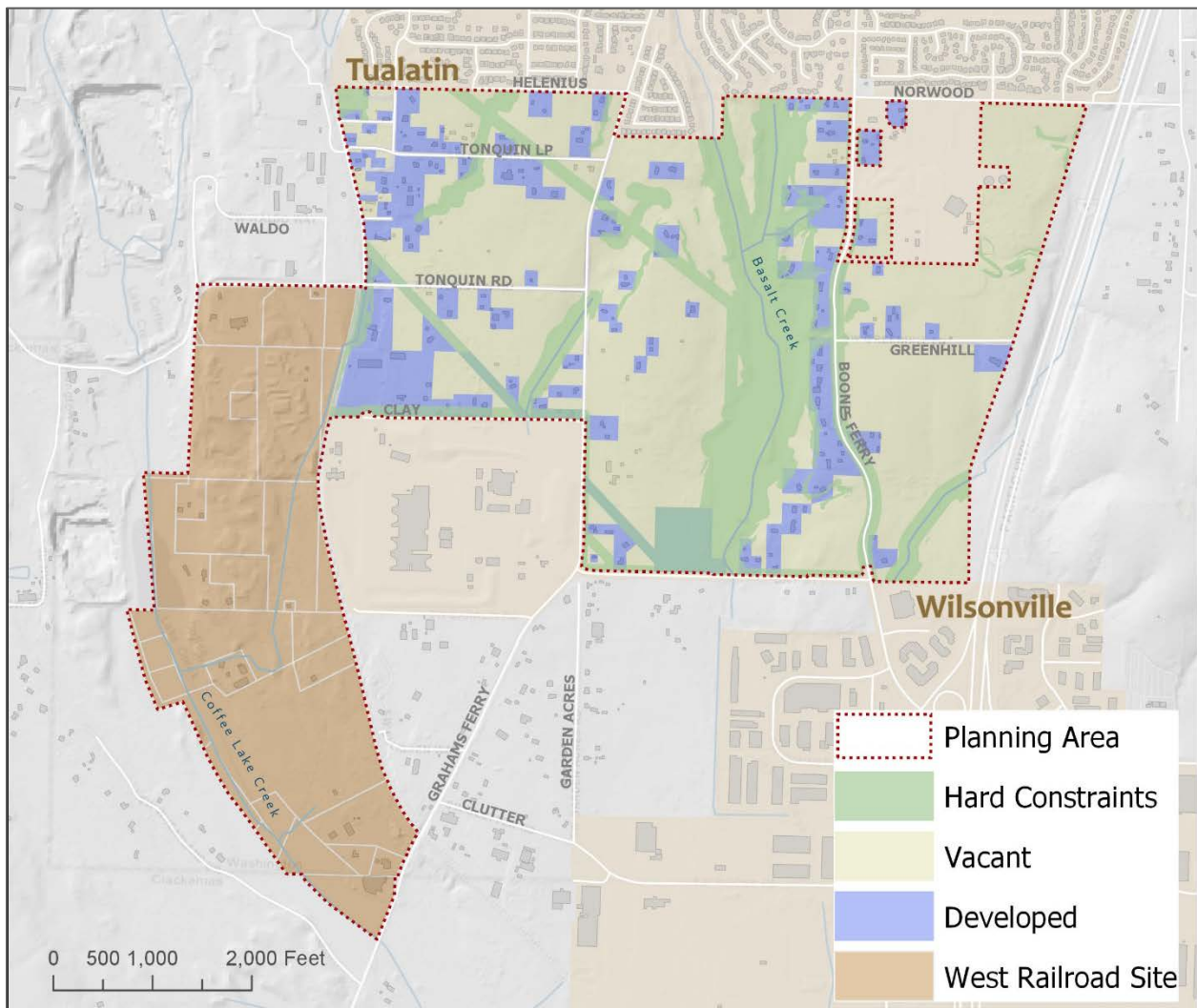


The goal is to classify every parcel within the Planning Area into one of the categories described below:

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	Excluded from development plan due to large amount of constraints and limited access
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 development plan for the Basalt Creek Planning Area excludes the West Railroad Area from development due to the large amount of constraints on the land and limited access.

Infrastructure and Services

Roadways

The Concept Plan looked at the existing transportation system and the planned transportation system developed as part of the TRP, 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 the 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 Planning 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 Ridder Road 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 extending east to Boones Ferry 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 the Basalt Creek Planning Area as a sewer basin. The City of Wilsonville updated its Sanitary Sewer Collection Systems Master Plan (MSA, 2014) which included the Basalt Creek Planning Area 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 Water Treatment Plant draws 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 when the location of public drainage or the topography of the site make connection to the system not economically feasible.

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 Planning Area could connect to existing stormwater infrastructure will require evaluation of the conveyance systems at time of development.

Schools

The Planning 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. Most of these schools are within three miles of the edge of the Basalt Creek Planning Area.

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. Existing parks, libraries, and schools are mapped in the Existing Conditions Report (see Appendix A).

Parks

No parks currently exist within the Planning Area. Wilsonville Parks owns and maintains 16 different public parks, the closest of which is Canyon Creek Park located in Northeast Wilsonville on the other side of I-5. It has 1.41 developed acres and 6.87 acres of natural area popular for picnics and walking. The Other Wilsonville parks are located approximately 2 miles south of the Planning Area, including Graham Oaks Nature Park, which will be connected to the Planning Area when the regional Ice Age Tonquin Trail is complete. City of Tualatin Parks and Recreation owns and maintains 9 different parks, with Ibach Park being the closest to the Planning Area. Ibach includes an award winning and nationally recognized playground that incorporates Tualatin's pre-historic, Native American, and pioneering past, with information on the cultural and natural history of the 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.

Market Analysis

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

The Planning Area is contiguous with several 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 both 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 the Basalt Creek Planning Area will primarily serve residents and employees, as is consistent with Metro’s employment area designation.

Concept Plan for Basalt Creek

Concept Plan Overview

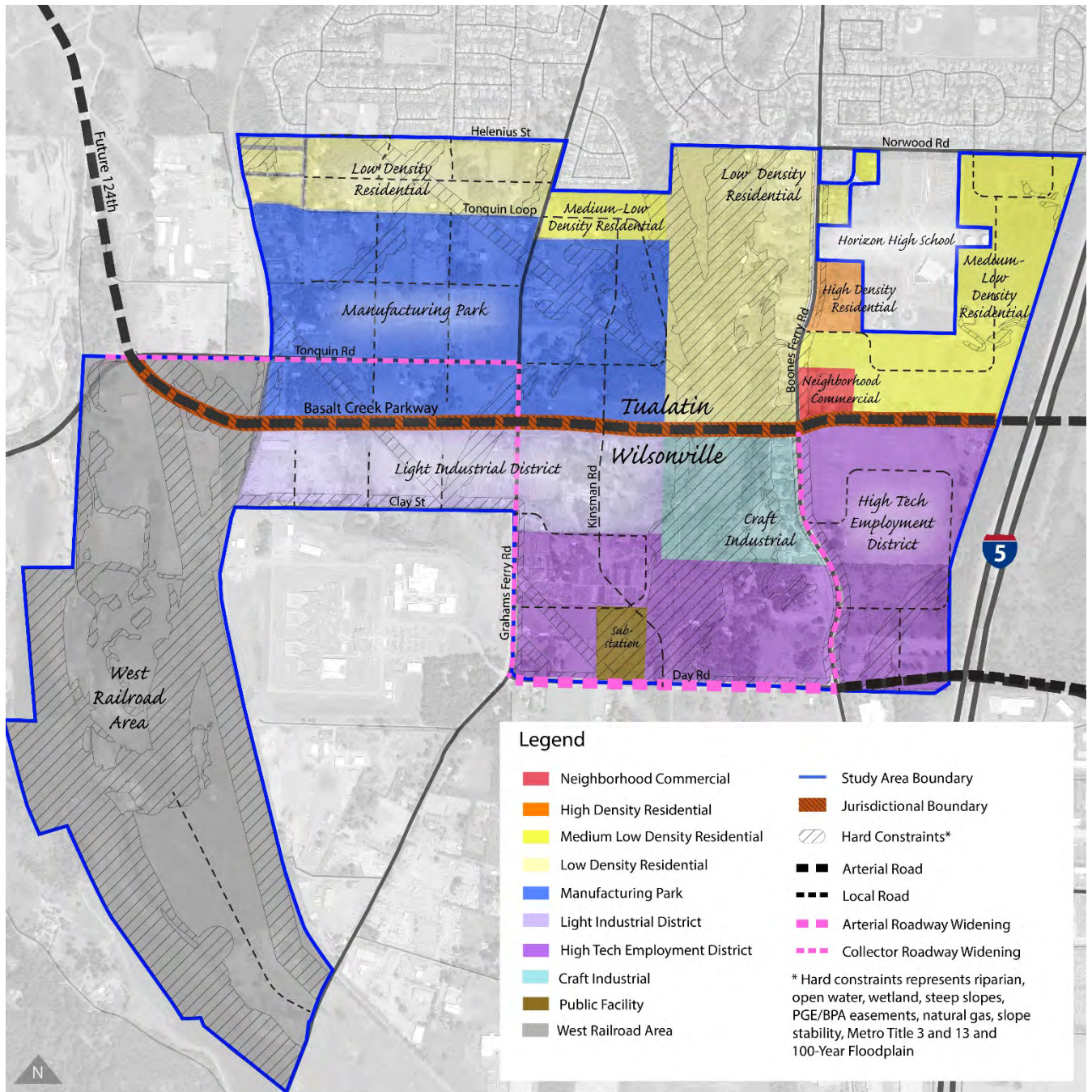
The Basalt Creek Concept Plan guides development within the Planning Area over the next twenty years. It identifies preferred land uses across the area and coordinates future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County. The partnership between the two cities which shaped this Plan must continue during implementation 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 TRP 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.
- The West Railroad Area has significant environmental, infrastructure, and transportation constraints and costs to serve new development; this area is likely to take longer to develop than the rest of the Planning Area. When there is development interest, future planning would need to be conducted.

Figure 8 Basalt Creek Land Use Concept Map



Key Elements of the Concept Plan

- Jurisdictional Boundary Determination
- Land Use and Development
- Transportation
- Transit
- Bicycle, Pedestrian and Trail
- Parks and Open Space
- Natural Resources
- Water
- Sewer
- Stormwater
- Implementation & Phasing

Jurisdictional Boundary, Land Use and Development

The Basalt Creek Planning Area is divided between the Cities of Tualatin and Wilsonville, and the Basalt Creek Parkway serves as the jurisdictional boundary between the two. Of the 847 acres in the Basalt Creek and West Railroad Areas, approximately 367 acres will be in the Tualatin planning area and 480 acres will be in the Wilsonville planning area. 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 and housing 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 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 the Basalt Creek Planning Area.

Development Types

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, calculated based on the expected square footage of development in this area and the average square footage needed per employee. 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 Planning 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 134 new households.
2. The eastern portion of the Tualatin future annexation 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 near 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 residents and workers.

Wilsonville

High-Tech Employment District. Most of the buildable acres in the Planning 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 in the southern and eastern sections of the Planning 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 Planning Area

The West Railroad Area is divided from the rest of the Planning 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 H (Basalt Creek Concept Plan Transportation Technical Analysis and Solutions Memo) and Appendix I (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. The West Railroad Area is south of the Basalt Creek Parkway and in the City of Wilsonville future annexation area. 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 master planning before any development occurs.

Transportation

Key Transportation Solutions

The TRP sets the layout of major new roads and improvements for the area. 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 to build out the transportation network as set forth in the TRP. The network 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.

Roadway Network

The roadway network for the Basalt Creek Concept Plan is shown in Figure 9. The transportation network includes projects considered likely to be in place by 2035. Metro’s model for forecasting depends partly on the projects planned for the Basalt Creek Planning Area, as well as those planned for the region (Metro’s 2035 Gamma model). Metro’s 2014 RTP, which lists projects reasonably likely to be funded by 2040, informed this analysis. Table 4 shows potential capacity-related projects from the 2014 RTP list. The projects in the RTP originate from the Basalt Creek TRP (see Figure 10 below).

The planned roadway network includes the projects and facilities described in Table 4 below, with one exception. 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 2040. Figure 9 also depicts where local connections may be needed to provide access and circulation to existing development and developable parcels. Both Level of Service (LOS) and Volume to Capacity (V/C) performance measures are shown. Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two performance measures of intersection operations.

Level of Service: relates the traffic service to a given flow rate of traffic and divides the quality of traffic into six levels ranging from Level A to Level F. A represents the best traffic where the driver has the freedom to drive with free flow speed and Level F represents the worst quality of traffic.

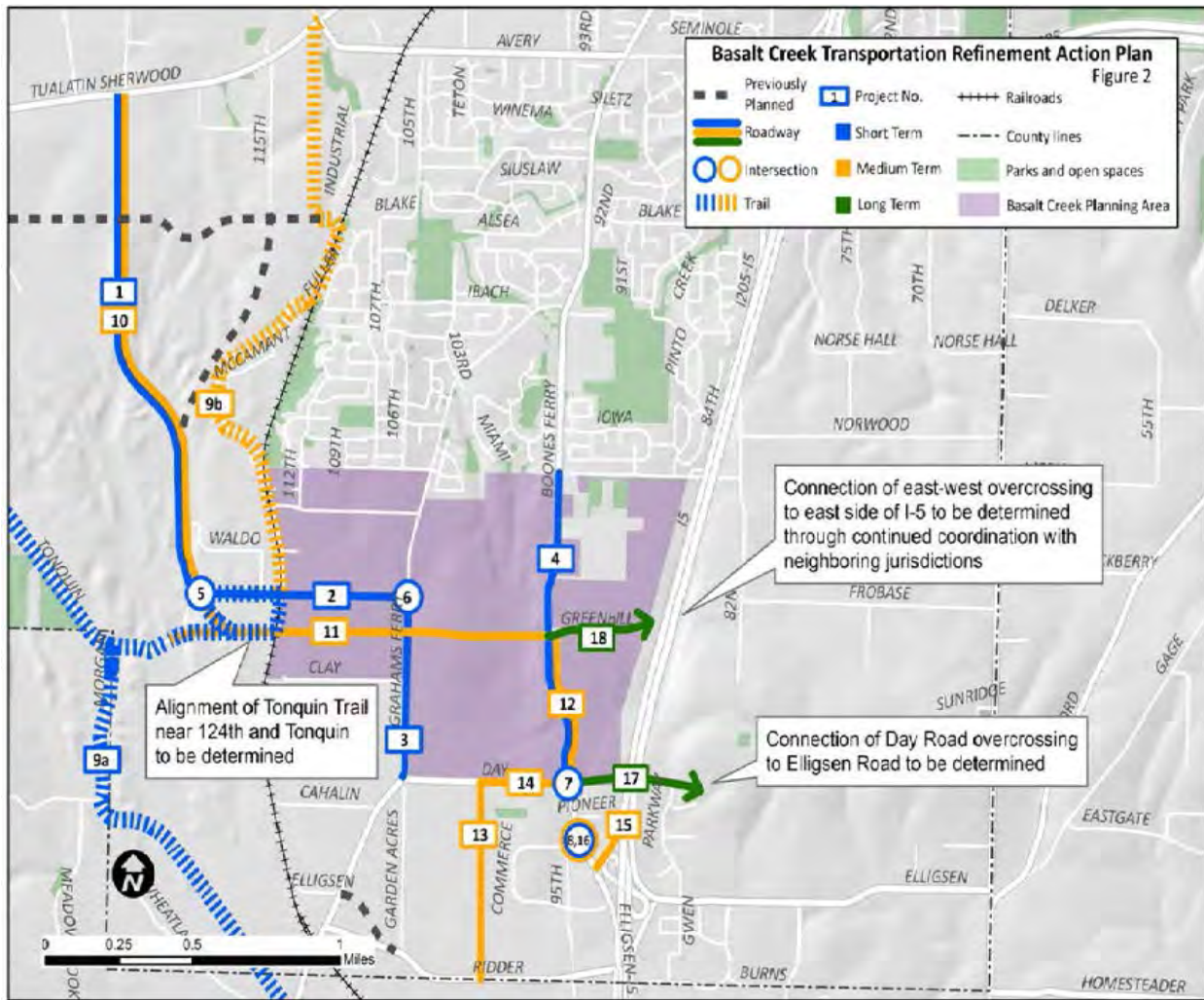
Volume-to-capacity (v/c) ratio: A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. A lower ration indicates smooth operations and minimal delays as the ratio approaches 1.0 congestion increases and performance is reduced. Above that the intersection is at capacity and considered failing.

Table 4 2014 RTP 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

Source: <http://www.oregonmetro.gov/regional-transportation-plan>

Figure 10 Basalt Creek Transportation Refinement Plan



See Appendix J for more information on the full project list.

The Concept Plan analyzed alternatives regarding future development – and therefore trip generation -- in the Basalt Creek/West Railroad area. The land uses assumed for the Concept Plan are key inputs in traffic forecasting and future traffic operations. Assumptions about regional land use (and intensity of trip generation) beyond the Concept Plan area in 2035 also have a strong impact on forecasting and future operations. Table 5 outlines the trip generation by land use in the Planning Area. The trips generated by the land uses in the Concept Plan are consistent with the trip generation assumed in the TRP and the 2014 RTP.

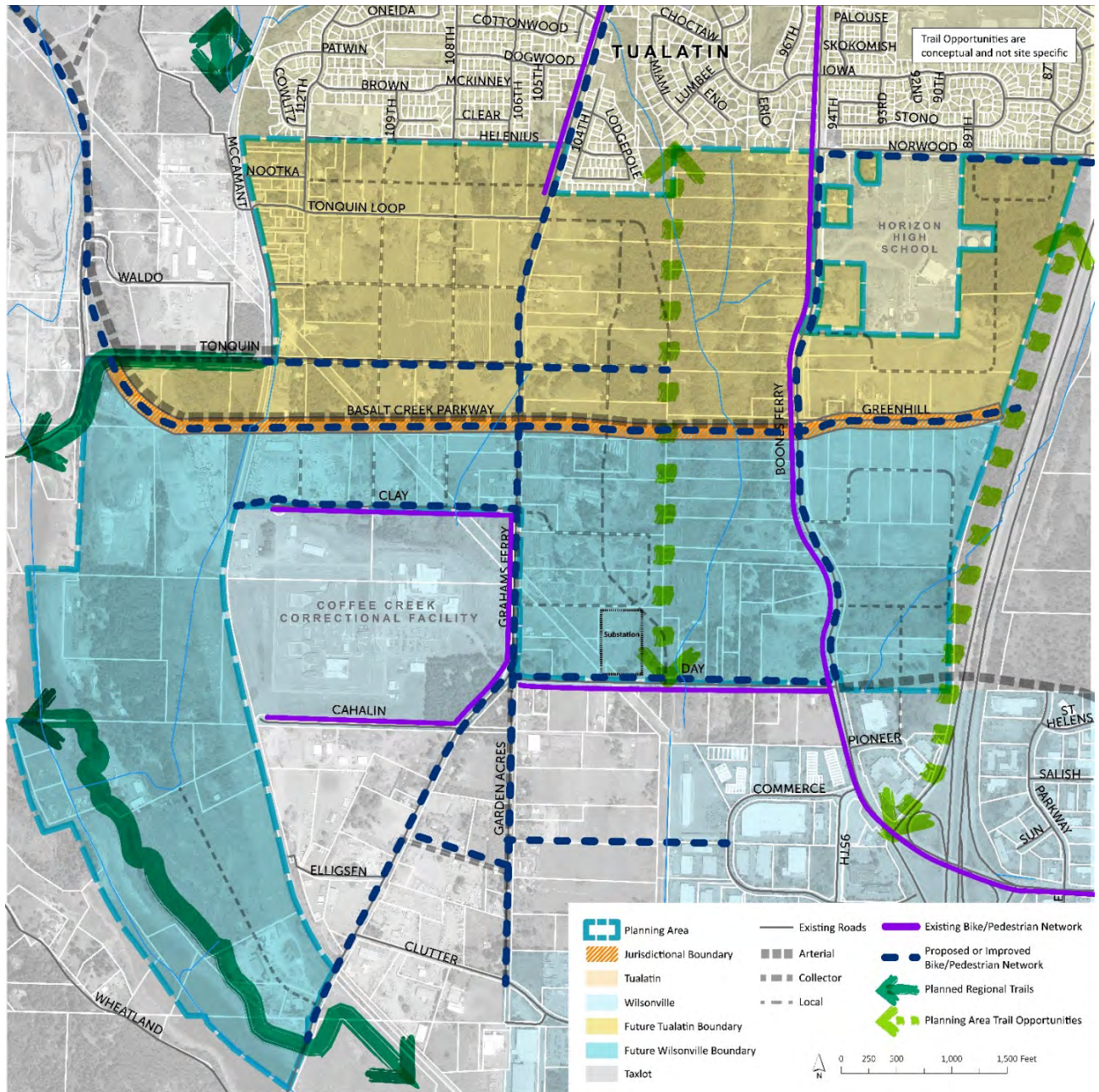
Table 5 Trips by Land Use Designation

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/Average	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/Average	951	6.96
Planning Area	Planning Area Average		6.23
	Total Trips	2,062	

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 11 Bikes, Trails, and Pedestrian Network Map



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. 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.

Most 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 11 as Planning Area Trail Opportunities marked by large light green arrows. When trail alignments are considered in the future, access to the natural resource will not take priority over protection and enhancement.

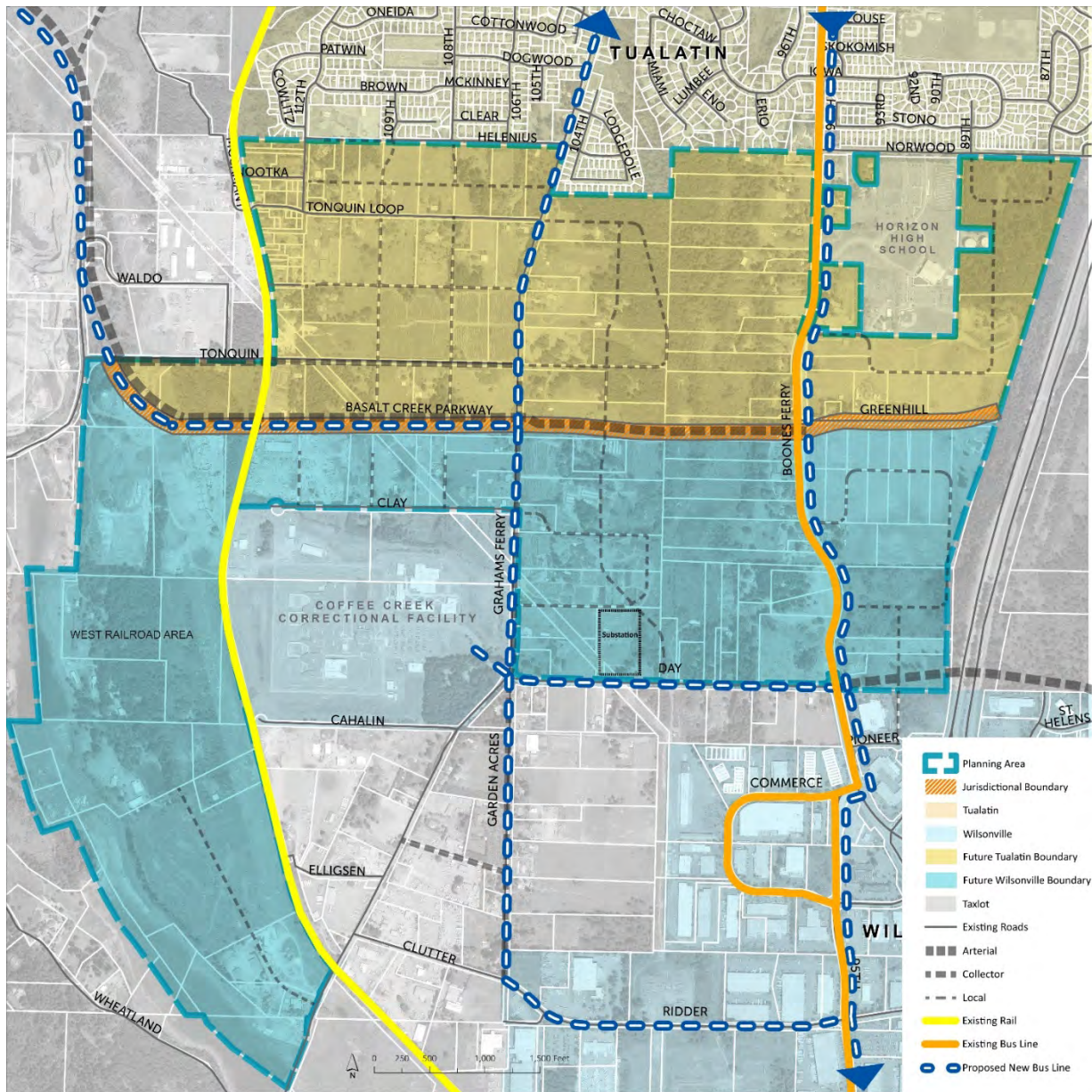
Currently, Basalt Creek Canyon is a barrier to east/west movement through the Planning Area. A north/south connection to the west of the Canyon would further improve the network and make connections to east/west roads that run north and south of the Canyon. The Basalt Creek Canyon Ridge Trail opportunity would be located upland, not within Basalt Creek, near or along the ridge of the 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.

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 12 Future Transit Framework



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 within the Planning Area into Wilsonville. 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 to serve Tualatin 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 Planning 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.

The Basalt Creek Planning Area is located in the Sherwood School District and in 2016 the voters in the District approved ballot measure 34-254 approving a bond. This bond project will allow the District to accommodate an additional 2,000 students district-wide (according to information on the District's website <http://www.sherwood.k12.or.us/information/bond-visioning-process>).

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 Planning Area could provide opportunities for shared facilities, such as parks and recreation spaces.

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 Canyon 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.

Cities will determine specific locations of facilities 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 Planning 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, both cities are going through a Park and Recreation Master Plan update. This update has considered the Basalt Creek Planning Area in the types of services and facilities that will be needed to serve residents and businesses in this area. Each City will include their respective portions of the Basalt Creek area in their independent Parks and Recreation Master Plan.

Natural, Historical and Cultural Resources

Overview

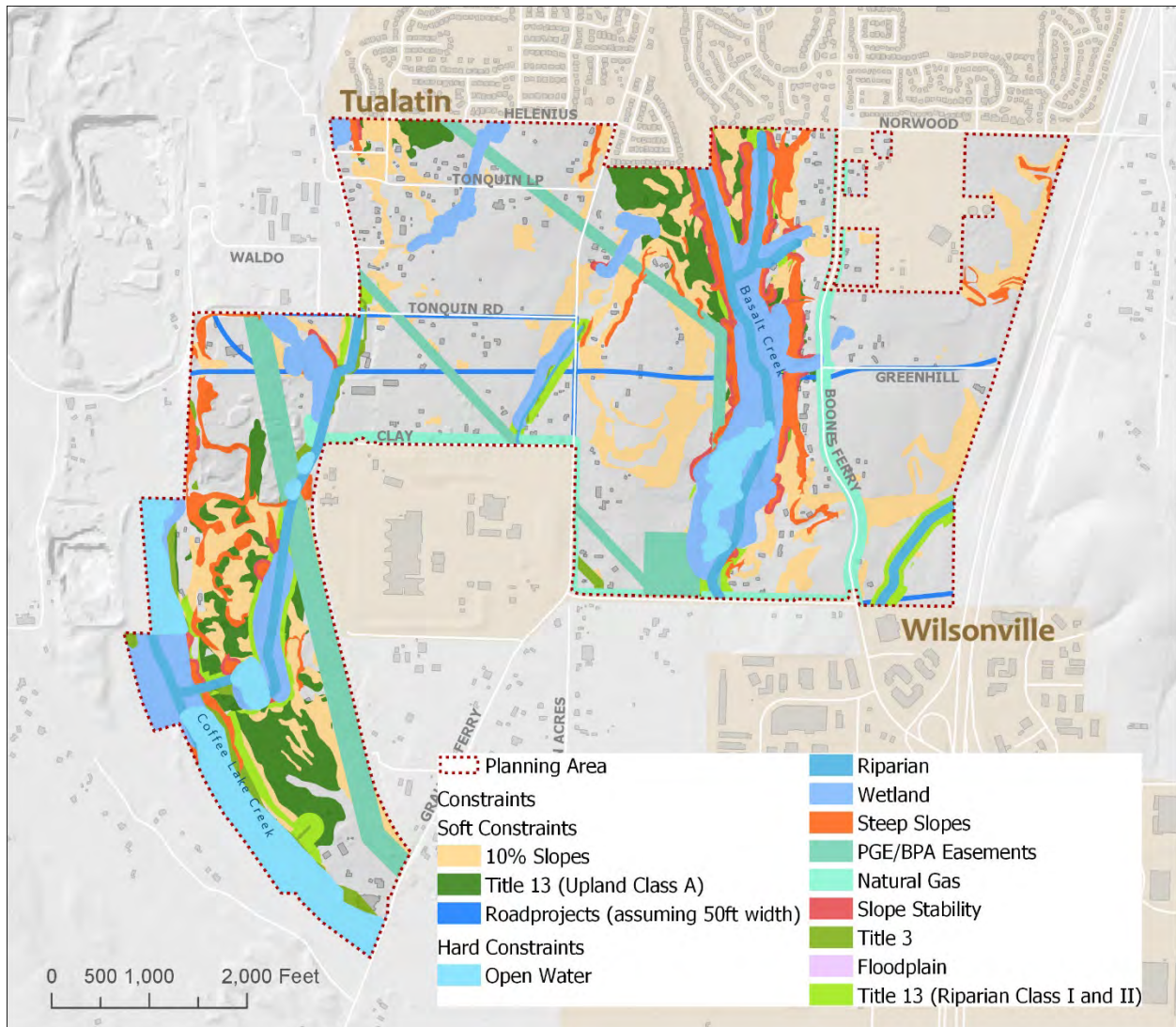
The future vitality of the Basalt Creek Planning Area hinges on development that efficiently locates job growth on the land most suited for it, while preserving and capitalizing on the natural and cultural resources in the area. The identification of environmentally sensitive lands followed the regulatory framework described briefly below and is illustrated on the Natural Resources Map (Figure 13) 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 13 Natural Resources Map



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

Table 6 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.

Table 7 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
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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.

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. 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

Most of the land with environmental constraints is in or near Basalt Creek Canyon and the West Railroad Area. To protect the natural areas, the Cities have agreed to management practices consistent with Metro Title 3 and 13. The Canyon is very valuable to the area and it needs to be protected, while also having visual or physical public access points in appropriate locations to connect to the bicycle, pedestrian and recreational facilities in the area and to serve the needs of residents and local employees. Future protection and enhancement opportunities may include: controlling invasive plant species, such as reed canary grass, Himalayan blackberry and English ivy, reintroducing native plants into aquatic and upland habitats, retaining and installing snags and woody debris. Important species include Red-legged Frogs, the Pileated Woodpecker, Oregon white oak, Ponderosa pine, and Geyer willow (see Appendix A for more information).

Cultural Resources

Community members through the planning process have identified the old Carlon Schoolhouse as a historically significant landmark. It sits off Grahams Ferry Road near Day Road and was in use as a school until the late 1800s. While the area has an interesting geologic history, it has not been identified as a resource for any significant archaeological artifacts.



Figure 14 Picture of the Carlon Schoolhouse from Tualatin Life Newspaper on August 19, 2014 by Loyce Martinazzi

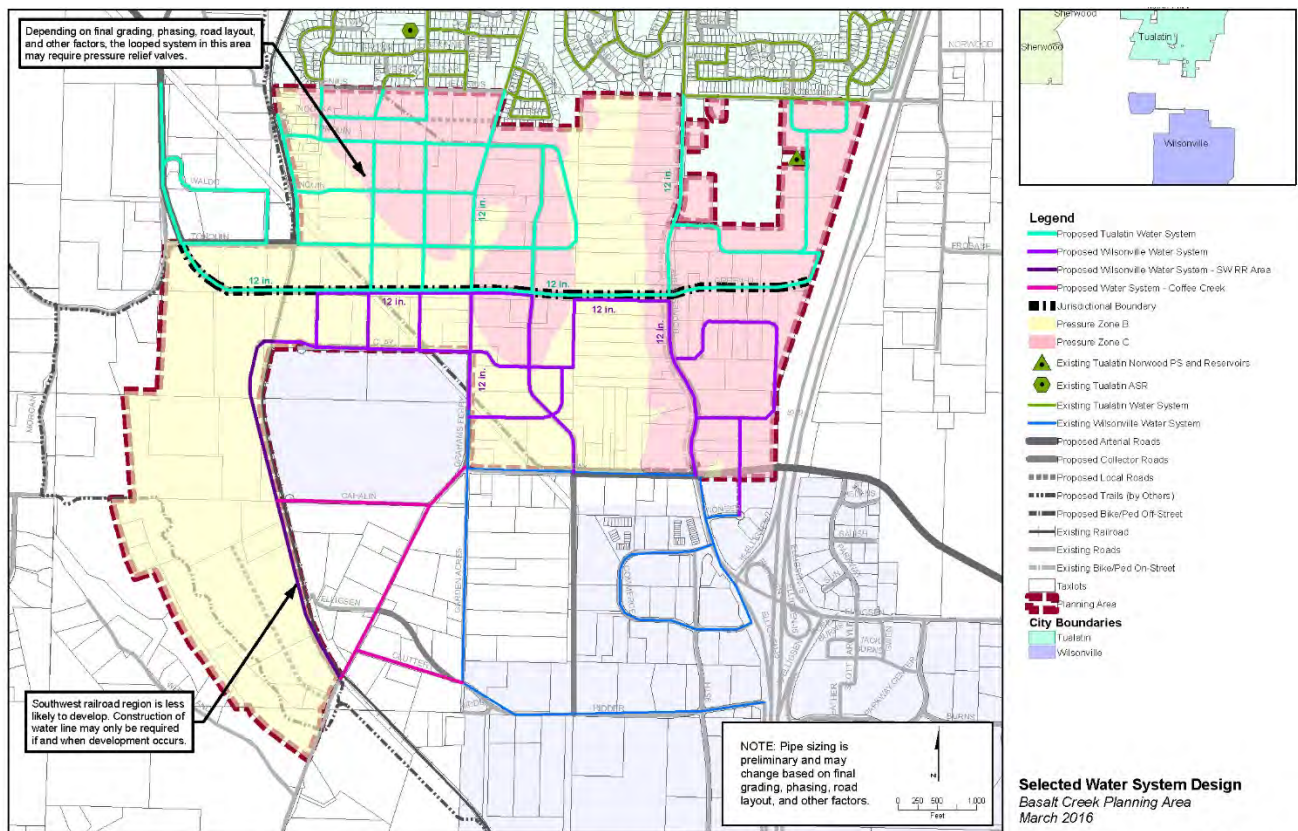
Infrastructure

For the conceptual infrastructure systems, high level planning calculations were completed to estimate water demand and sewer flows (Appendix I). These values can vary widely depending on the actual future development. Each City's individual master plans will be used to provide demand and flow projections when further planning the area.

Water

The conceptual water systems designed to serve the Basalt Creek Planning Area are shown below in Figure 15. 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 15 Water Systems Concept for Basalt Creek Planning Area



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. 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.

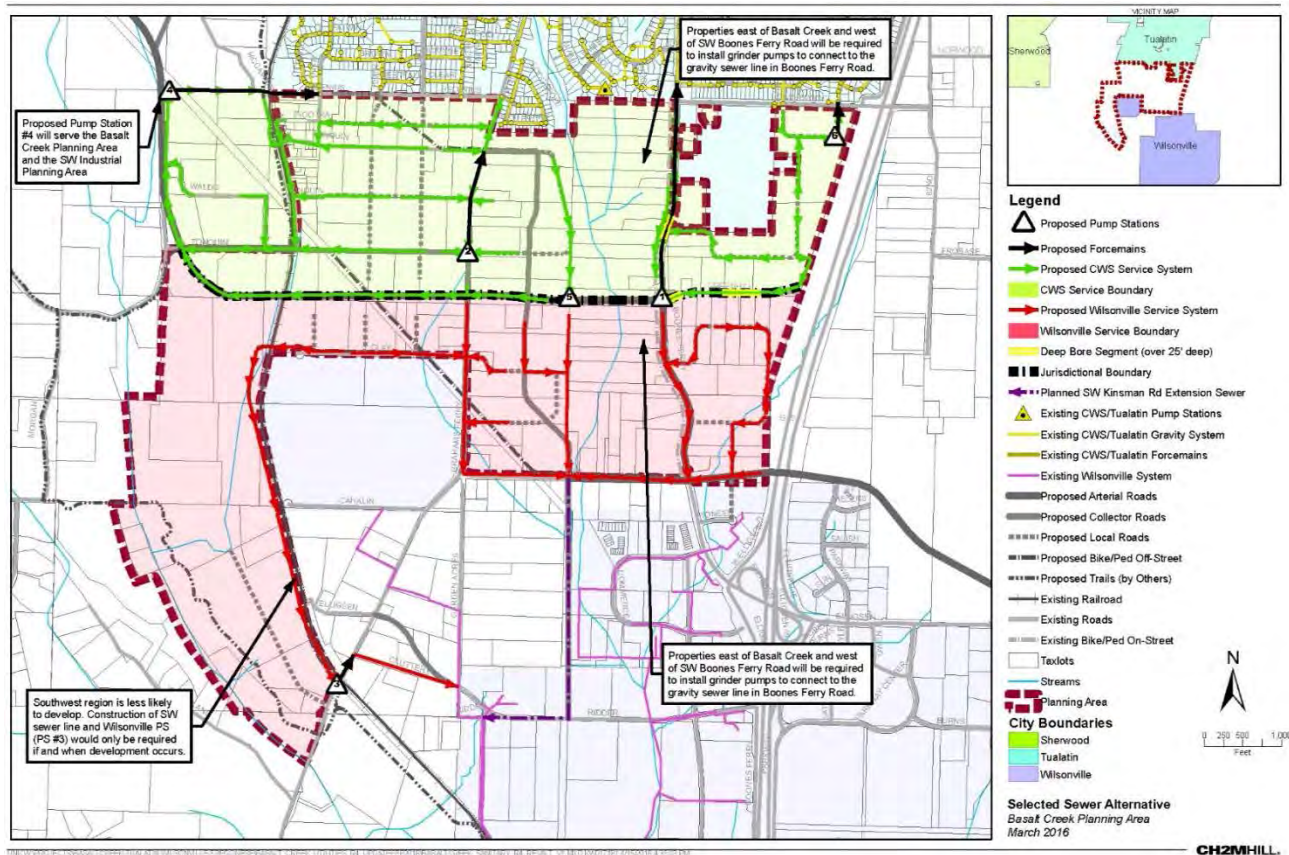
The Coffee Creek water system is shown outside of the Basalt Creek Planning Area (east of the railroad, west of SW Grahams Ferry Road, and south of SW Clay Road) to illustrate Wilsonville’s water system and how to connect services to the West Railroad Area. That portion of the system would be installed and funded by development within the Coffee Creek Master Plan area.

The West Railroad 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.

Sanitary Sewer

The conceptual sanitary sewer systems are shown in Figure 16. 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 16 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) likely will require a private grinder pump to connect to public sewer. 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).

Stormwater Drainage

Stormwater detention and treatment will occur at local facilities and no regional facilities are planned for the area. Each City will serve its own jurisdiction area independently. The Cities acknowledge that they must follow requirements established in their guiding respective NPDES (National Pollution Discharge Elimination System) MS4 (Municipal Separate Storm Sewer System) permits. All flows that outlet within each city will be guided by their respective protocols, design standards, and/or stormwater management plans. 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 will work with the County to update their Urban Planning Area Agreement.
- Each City will also amend 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 Planning 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.

Action Items

1. Amend Urban Planning Area Agreements

Comprehensive planning within the regional Urban Growth Boundary (UGB) is coordinated between Washington County and cities through Urban Planning Area Agreements (UPAAs). Upon adoption of the Concept Plan both Cities will work with the County to update their respective UPAAs. The UPAAs will acknowledge the future jurisdictional boundary and outline what areas may be annexed into by each city. The amended UPAAs provide the transfer of planning authority to the Cities enabling them to proceed with annexation and development.

2. 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 May 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.

3. 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

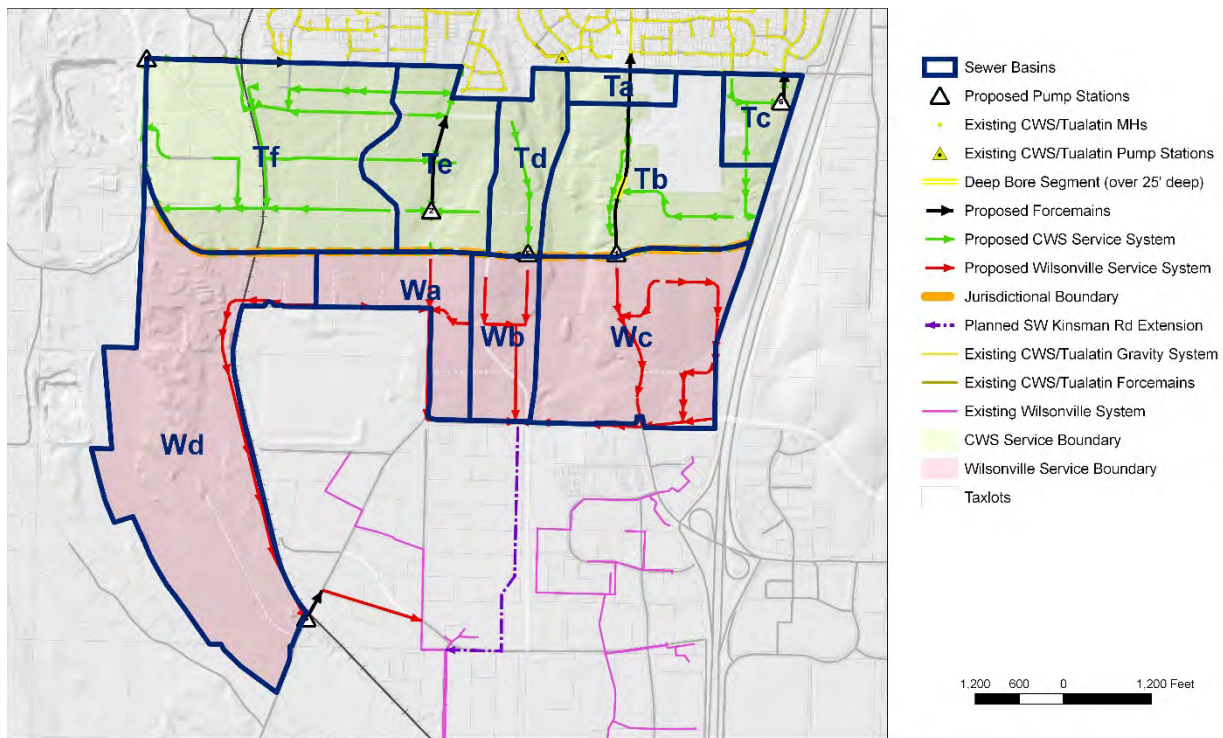
determine what design standards are relevant to creating appropriate transitions between residential and employment uses, and the City of Wilsonville will want to consider the application of its Industrial Form-based Code to help create a uniquely attractive business community.

4. Annex as demand occurs based on feasible phasing

Utility improvements will be made as properties are annexed and developed in 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.

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.

Figure 17 Implementation Map



Based on the Sewer Master Plan, several natural phasing districts are evident. These are shown on Figure 17. Tualatin has six potential phases based on existing sewer basins and five pump stations. No one sewer basin is dependent on the other, so these areas could develop in any sequence. 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. Figure 17 shows Tualatin stages advancing from Ta through Tf.

Wilsonville has four basins, three gravity and one with a pump station. Figure 17 shows phasing progressing from Wa through Wd. District Wd, which serves the West Railroad Area, is 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.

In both cities, the water and transportation infrastructure can be installed as needed although some enabling projects may be required to be constructed prior to development to connect properties to existing systems. Efficiency may be achieved when the underground utilities are constructed concurrently with the transportation system.

5. 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 or Reimbursement District, that would allow the infrastructure to be installed by a primary party and paid off over time by the property owners, relieving some of the burden of a large capital financial commitment
- Develop the infrastructure as an inducement for desired development, such as for an important job creating project

6. Master planning processes

Many of the ideas proposed in this Concept Plan will require project development to determine the specific needs, feasibility, locations, costs, and other details through each City's master planning process. Typically master plans are completed for infrastructure services, parks, open space, and trails. Master plans include public involvement processes, including Planning Commission review and City Council adoption.

Draft CONCLUSIONARY FINDINGS
July 3, 2018

In support of Approval of Application #LP18-0005
BASALT CREEK CONCEPT PLAN

Definition of a Conceptual Land Use Plan:

The Wilsonville Comprehensive Plan does not define or provide specific direction for conceptual land use plan elements. For the purpose of this staff report, the following description is used:

A conceptual land use plan addresses the general character of proposed land uses, transportation, natural resources, public facilities, and infrastructure strategies for a study area. It uses a pictorial presentation to show the ultimate development layout of a site, which may be developed, in successive stages or subdivisions. A conceptual plan need not be completely engineered, but it should have sufficient detail to illustrate the site's inherent features and probable development pattern.

Comprehensive Plan Supporting Documents:

All of the documents listed on pages 5-6 of the Comprehensive Plan, including amendments that may subsequently be made, should be considered to be supportive of the contents of the Comprehensive Plan. However, only those documents that have been specifically adopted by the City Council as part of the Comprehensive Plan shall have the force and effect of the Plan. Adoption of the Basalt Creek Concept Plan is not a land use decision. It is supportive of the Comprehensive Plan, but is not being adopted as a sub-element. Following adoption of the Concept Plan and subsequent amendment of the Urban Planning Area Agreement with Washington County, Comprehensive Plan Amendments will be adopted.

WILSONVILLE DEVELOPMENT CODE

Section 4.032. Authority of the Planning Commission.

(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:

B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;

Response: The Basalt Creek Concept Plan is a support document of the Wilsonville Comprehensive Plan, and as such is not a land use action. However, it will guide future Comprehensive Plan and Development Code amendments. The Planning Commission will conduct a public hearing on July 11, 2018, providing the City Council with a recommendation on the Basalt Creek Concept Plan. The City Council is the final local authority on this Plan. **These criteria are satisfied.**

Section 4.033. Authority of City Council.

(.01) Upon appeal, the City Council shall have final authority to act on all applications filed pursuant to Chapter 4 of the Wilsonville Code, with the exception of applications for expedited land divisions, as specified in Section 4.232. Additionally, the Council shall have final authority to interpret and enforce the procedures and standards set forth in this Chapter and shall have final decision-making authority on the following:

- B. Applications for amendments to, or adoption of new elements or sub-elements to, the maps or text of the Comprehensive Plan, as authorized in Section 4.198.
- E. Consideration of the recommendations of the Planning Commission.

Response: The City Council has received a recommendation from the Planning Commission to [adopt/other] the Basalt Creek Concept Plan. The City Council is the final local authority regarding adoption of the Basalt Creek Concept Plan, which will be adopted via Resolution as a supporting document of the City's Comprehensive Plan. **These criteria are satisfied.**

(.02) When a decision or approval of the Council is required, the Planning Director shall schedule a public hearing pursuant to Section 4.013. At the public hearing the staff shall review the report of the Planning Commission or Development Review Board and provide other pertinent information, and interested persons shall be given the opportunity to present testimony and information relevant to the proposal and make final arguments why the matter shall not be approved and, if approved, the nature of the provisions to be contained in approving action.

(.03) To the extent that a finding of fact is required, the Council shall make a finding for each of the criteria applicable and in doing so may sustain or reverse a finding of the Planning Commission or Development Review Board. The Council may delete, add or modify any of the provisions pertaining to the proposal or attach certain development or use conditions beyond those warranted for compliance with standards in granting an approval if the Council determines the conditions are appropriate to fulfill the criteria for approval.

Response: Following the public hearing before the Planning Commission on July 11, 2018, the Planning Director scheduled an August 6, 2018, public hearing before the City Council, at which time the Council will review the findings and recommendations provided by the Planning Commission. **At conclusion of the public hearing process before the Council, these criteria will be satisfied.**

Section 4.198. Comprehensive Plan Changes - Adoption by the City Council.

(.01) Proposals to amend the Comprehensive Plan, or to adopt new elements or sub-elements of the Plan, shall be subject to the procedures and criteria contained in the Comprehensive Plan. Each such amendment shall include findings in support of the following:

- A. That the proposed amendment meets a public need that has been identified;
- B. That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;
- C. That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate; and

D. *That the proposed change will not result in conflicts with any portion of the Comprehensive Plan that is not being amended.*

Response: Preparation of the Basalt Creek Concept Plan is a City Council Goal. The Concept Plan addresses regional requirements to responsibly plan for and ultimately serve and govern areas added to the city's Urban Growth Boundary (UGB). This package (Case File # LP18 0005) does not include any proposed amendments to the Comprehensive Plan. The Basalt Creek Planning Area was added to the city's UGB in 2004 to help meet a regional industrial lands need. Accordingly, the Concept Plan has been prepared in compliance with the requirements of Metro's Urban Growth Management Functional Plan Title 11. In addition, the vision and guiding principles in the Concept Plan follow the tenets of the Comprehensive Plan and will be the basis of future text and map proposals. **The above criteria are satisfied.**

WILSONVILLE COMPREHENSIVE PLAN

Citizen Involvement

Goal 1.1: *To encourage and provide means for interested parties to be involved in land use planning processes, on individual cases and City-wide programs and policies.*

Policy 1.1.1: *The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

Response: A Public Involvement Plan directed the citizen involvement during the Basalt Creek Concept Planning process (see Appendix B to the Basalt Creek Concept Plan). Attachments 3-10 contain a list of public outreach efforts and public meetings that were conducted as part of the planning process as well as a complete summary of public involvement activities and comments. The Cities of Wilsonville and Tualatin jointly hosted two widely-advertised public forums to present and discuss the project's findings and recommendations. At every stage of the project, documents and maps were posted to the City-hosted project web page and project updates were sent to property owners and interested parties nearly monthly during the duration of the project. The project was highlighted in the City newsletter, which is mailed to every property in the 97070 zip code and the Wilsonville Spokesman.

The City Council and Planning Commission conducted numerous work sessions (including Joint Council work sessions between the Tualatin and Wilsonville City Councils) on the guiding principles, different land uses and jurisdictional boundary scenarios, conceptual infrastructure systems, natural resources and open spaces, and recommendations contained in the Basalt Creek Concept Plan. These work sessions were televised, streamed online, and open to the public. The Council and the Commission have received public testimony in regular meetings under citizen input regarding various aspects of the draft Concept Plan. City Staff also met with numerous property owners, including site visits, to discuss the project. Public notice of the public hearing was mailed to property owners in the Basalt Creek area, affected agencies and a list of interested individuals, as well as posted in three locations throughout the community, included in the local newspaper, and emailed to the interested parties list. **The above criteria have been met.**

Implementation Measure 1.1.1.a: *Provide for early public involvement to address neighborhood or community concerns regarding Comprehensive Plan and Development Code changes. Whenever practical to do so, City staff will provide information for public review while it is still in “draft” form, thereby allowing for community involvement before decisions have been made.*

Response: The Planning Commission practice is to conduct a minimum of one work session per legislative agenda item allowing for early involvement into the concepts being proposed. The Commission held numerous work sessions on this project (see Attachment 3 Public Meeting Index Record). Staff reports, technical analysis and memoranda were posted on the project website throughout the project, and draft versions of the Concept Plan and all supporting documents have been available in paper and digital form, as well as on the City web site, since project inception. **This criterion is met.**

Implementation Measure 1.1.1.e: *Encourage the participation of individuals who meet any of the following criteria:*

1. *They reside within the City of Wilsonville.*
2. *They are employers or employees within the City of Wilsonville.*
3. *They own real property within the City of Wilsonville.*
4. *They reside or own property within the City’s planning area or Urban Growth Boundary adjacent to Wilsonville.*

Response: Through the public open house process, work sessions, public notification, website and public hearing schedule, the City has encouraged the participation of a wide variety of individuals representing the groups listed above. Project updates were sent to property owners within the Planning Area and interested parties nearly monthly during the duration of the project. **This criterion is met.**

Implementation Measure 1.1.1.f: *Establish and maintain procedures that will allow any interested parties to supply information.*

Response: The established procedures, public notification processes and City website notifications allow interested parties to supply information. The Commission and Council citizen input portions of regular meetings have also provided an important venue for citizen communication on the Plan. Citizen Input and information supplied can be found in Attachment 7. **This criterion is met.**

Goal 1.2: *For Wilsonville to have an interested, informed, and involved citizenry.*

Policy 1.2.1: *The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

Response: Through the two public open houses, regularly mailed project updates, Planning Commission and City Council work session schedules, public hearing notices, e-news updates, Planning Commission meeting minutes, project-related materials and announcements on the City website, and Spokesman/Boones Ferry Messenger articles, the City has informed and encouraged the participation of a wide variety of individuals. **This criterion is met.**

Policy 1.3: *The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville’s planning programs and policies.*

Implementation Measure 1.3.1.b *Where appropriate, the City shall continue to coordinate its planning activities with affected public agencies and public utilities. Draft documents will be distributed to such agencies and utilities and their comments shall be considered and kept on file by the City.*

Response: Regional partners, affected public agencies and public utility providers participated on the project's Agency Review Team (ART) that met three times during the planning process to review key deliverables and provide input on the Concept Plan. The Plan was also recently distributed to the ART to keep them informed and to solicit any comments. In addition, these representatives and others from interested agencies received updates and draft documents through the mailings to Interested Parties of the Basalt Creek Concept Plan. **This criterion is met.**

Urban Growth Management

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

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

Response: The Basalt Creek Concept Plan supports the Comprehensive Plan in its approach to planning for future employment growth and industrial development in the Basalt Creek Planning Area. The Concept Plan is the vehicle that will lead to Comprehensive Plan map and text amendments, providing the framework for future urbanization of the area. **This criterion is met.**

School and Educational Services

Policy 3.1.10: *The City of Wilsonville shall continue to coordinate planning for educational facilities with all three local school districts and Clackamas Community College.*

Response: The Basalt Creek Planning Area is located in the Sherwood School District. A representative from the District participated on the project's Agency Review Team and received updates sent to the project's interested parties. Wilsonville is not planning for residential growth in the area and as a result will not need to plan for siting schools in the Planning Area. **This criterion is met.**

Parks/Recreation/Open Space

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

Response: The Basalt Creek Concept Plan identifies the need for parks and open space amenities in the Planning Area to serve future employees and residents (see Attachment 1 Basalt Creek Concept Plan, page 42). As a primarily industrial area, the Wilsonville portion of the Basalt Creek Planning Area could provide smaller pocket parks, industrial waysides, and active recreational amenities for daytime employees and visitors, and the City of Tualatin will provide a neighborhood park to serve existing and future residents. The Plan also identified the Basalt Creek Canyon natural area, which spans both cities, as a significant opportunity to provide a regionally-connected off-street trail and open space in the Planning Area. Both Cities will coordinate on trail planning particularly as it relates to the Basalt Creek Canyon. The boundary

of the Basalt Creek corridor will be refined and mapped as SROZ consistent with the policies of the Comprehensive Plan and the Wilsonville Development Code at the time of annexation and development review. Areas of the site also include a BPA powerline easement, upland habitat and other natural and open areas that are supportive of the above Policy. The Concept Plan is consistent with the adopted 2007 citywide Parks and Recreation Master Plan. **This criterion is met.**

Transportation

GOAL 3.2: *To encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation.*

Policy 3.2.1 *To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.*

Implementation Measure 3.2.1.a *Provide a safe, well-connected, and efficient network of streets and supporting infrastructure for all travel modes.*

Policy 3.2.2 *To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.*

Response: The Basalt Creek Concept Plan contains a transportation framework that focuses on connectivity, circulation and safety. The Plan has been developed with multiple modes of transportation in mind, with the major new roads and improvements to be constructed as laid out in the 2013 Basalt Creek Transportation Refinement Plan (TRP) adopted by City Council (see Appendix J). The Concept Plan also outlines bicycle and pedestrian enhancements including an opportunity for a separated-grade crossing of the Basalt Creek Parkway, off-street trail planning, and potential transit routes (see Attachment 1 Basalt Creek Concept Plan, Figure 11). The transportation framework in the Plan is directly supportive of the above transportation goals, policies and implementation measures. **These criteria are satisfied.**

GOAL 3.4: *To facilitate the safe, efficient and economic flow of freight and other goods and services within the city and the region.*

Policy 3.4.1: *Upgrade and or complete the street network on the west side of I-5, including in the Coffee Creek and Basalt Creek areas, to serve the warehousing, distribution, and other industrial uses located there.*

Response: The Basalt Creek Concept Plan contains a transportation framework that focuses on connectivity, circulation and safety. The 2013 Basalt Creek TRP determined the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, setting the stage for land use concept planning and comprehensive plan development for the Basalt Creek area. The transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in surrounding areas targeted for industrial development. The Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area together comprise about 1,000 acres surrounding the Basalt Creek area that are planned primarily for industrial use. These areas are expected to generate growing freight and work-related travel demands on the multi-modal transportation network that runs through the Basalt Creek area.

Major new roads and improvements will be constructed as laid out in the 2013 TRP, which is also coordinated with the 2014 Metro Regional Transportation Plan (RTP). Basalt Creek Parkway, portions of which are currently under construction, will be a major east-west arterial, with limited access (connecting only at Grahams Ferry and Boones Ferry Roads), 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. **These criteria are satisfied.**

Land Use and Development

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

Policy 4.1.2: *The City of Wilsonville shall encourage light industry compatible with the residential and urban nature of the City.*

Response: The Basalt Creek Concept Plan identifies a range of industrial and employment uses appropriate for the Basalt Creek Planning Area (see Attachment 1 Basalt Creek Concept Plan, Figure 8). In the Wilsonville portion of the Planning Area, small retail establishments may be allowed consistent with City Code that support the businesses and employees in the area. In the Tualatin portion, a small neighborhood retail node has also been drawn to provide the opportunity for localized commercial services for surrounding residential, employment and rural land uses. **This criterion is met.**

Policy 4.1.3: *The 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.j: *All industrial areas will be developed in a manner consistent with industrial planned development 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.*

Response: The Basalt Creek Planning Area is located adjacent to other industrial and employment areas in the City of Wilsonville, including the Coffee Creek Industrial Area, and has

long been part of the City's vision for an attractive business district at the north end of the community adjacent to, and with great access to, I-5. Wilsonville land uses identified in the Basalt Creek Concept Plan include a mix of employment development types and a modest opportunity for live/work housing (see Attachment 1 Basalt Creek Concept Plan, Figure 8). These land uses include light industrial, high-tech employment, and craft industrial. This mix encourages a diversity of industries and employment opportunities for citizens, provides flexibility to meet a range of market demands, and focuses on high-quality industrial development, supporting the adjacent and nearby industrial areas. The possibility for live/work housing is within the Craft Industrial designated areas, which are located on parcels adjacent to the Basalt Creek corridor, a significant natural resource, and residentially-designated areas in the Tualatin planning area of the Concept Plan. These planned uses are compatible with existing and planned uses in the City as well as nearby Tualatin. As outlined in the Concept Plan, the Wilsonville employment development types are also consistent with industrial planned development in the City, with the residential (live-work) and retail uses being integrated with and not limiting the industrial uses in the Planning Area. The Concept Plan also identifies significant natural resources, which businesses will be required to preserve. The Concept Plan supports and encourages light industry compatible with the Comprehensive Plan, existing and long-term development of the City. **This criterion is met.**

STATEWIDE PLANNING GOALS

Statewide Planning Goal #1 - Citizen Involvement (OAR 660-015-0000(1)): *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Response: Please refer to the Public Involvement Plan located in Appendix B and to Attachments 3-10 for the complete public involvement and comment summary. Two public open houses and numerous work sessions were held with both the Planning Commission and City Council throughout the project. The project web site has been updated regularly containing all of the information and maps created for the project. City Staff have met with numerous property owners over several years always being readily available to answer specific questions. The City of Wilsonville has provided notice of public hearings before the Planning Commission and City Council consistent with the Planning and Land Development Ordinance requirements. Such notices were published in the Wilsonville Spokesman, and were provided to a list of interested agencies, emailed to interested parties, mailed to interested parties and property owners in the Planning Area, mailed to each property owner in and within 250 feet of the Wilsonville portion of the planning area, and posted in three locations throughout the City and on the City's website. At the upcoming public hearing, the public will be afforded an opportunity to provide public testimony. **This Statewide Planning Goal is met.**

Statewide Planning Goal #2 - Land Use Planning (OAR 660-015-0000(2)): *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

Response: This goal is implemented through the applicable Goals and Policies in the Land Use and Development section of the Wilsonville Comprehensive Plan. Because the Basalt Creek Concept Plan is a supporting element of the City's Comprehensive Plan, the application to adopt the Plan was processed pursuant to the legislative decision process outlined in the City Code. The Plan is consistent with Statewide Planning Goal 2. **This goal is met.**

Statewide Planning Goal #5 – Natural Resources, Scenic and Historic Areas, and Open Spaces (OAR 660-015-0000(5)): *To protect natural resources and conserve scenic and historic areas and open spaces.*

Response: This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services sections of the Comprehensive Plan. The City Code contains specific review criteria for establishing a Significant Resource Overlay Zone (Development Code Section 4.139.00, SROZ Ordinance) to ensure that designated Goal 5 resources are appropriately considered when development is proposed. Goal 5 resources were considered as part of the Plan. Appendix A of the Concept Plan outlines all the existing Natural and Historic Resources in the planning area, including the Basalt Creek corridor. These resources will be refined and mapped as SROZ consistent with the policies of the Comprehensive Plan and the Wilsonville Development Code at the time of annexation and development review. **This goal is met.**

Statewide Planning Goal # 7 – Areas Subject to Natural Disasters and Hazards (OAR 660-015-0000(7)): *To protect people and property from natural hazards.*

Response: Areas subject to natural disasters and hazards, such as floodplain or steep slopes have been considered in the development of the Buildable Lands Inventory for the Basalt Creek Concept Plan which can be found in Appendix A. **This goal is met.**

Statewide Planning Goal #8 – Recreational Needs (OAR 660-015-0000(8)): *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Response: The Basalt Creek Concept Plan identifies important recreational opportunities for the employees and residents nearby and in the Planning Area through the use of trails and open spaces, particularly near the Basalt Creek natural area (see Attachment 1 Basalt Creek Concept Plan, Figure 11). The Concept Plan calls for coordination between the Cities to provide a trail near the Basalt Creek natural area. It also outlines the potential to connect this trail, via bike and pedestrian facilities, to the regional Ice Age Tonquin Trail, a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood, which includes a section bordering the Basalt Creek Planning Area, and 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). **This goal is met.**

Statewide Planning Goal #9 – Economic Development (OAR 660-015-0000(9)): *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Response: Metro added the Basalt Creek Planning Area to the UGB in 2004 as it was identified as suitable for industrial development due to relatively flat parcels and its proximity to the I-5 corridor and to an existing industrial area in Wilsonville. The ordinance states the Planning Area "...is most suitable for warehousing and distribution, among other industrial uses." The area is mapped and identified as an "Industrial Area" in Metro's Title 4 Code. The majority of the acreage in the Basalt Creek Planning Area is designated for employment use by the Concept Plan (see Attachment 1 Basalt Creek Concept Plan, Figure 8). Basalt Creek planning area is located near one of the region's largest clusters of employment land, including existing developed areas in Tualatin, Wilsonville, and Sherwood and planned future employment areas of Southwest Tualatin, Tonquin Employment Area, and Coffee Creek. Viewed together, these areas comprise one of the largest industrial and employment clusters in the region. The portion of the Basalt Creek Concept Planning Area designated as future City of Wilsonville is planned for a variety of employment-based uses: warehouse, manufacturing, high-tech, and craft industrial. This diverse economic activity will provide a range of job opportunities for the state, region and local cities with easy access adjacent to I-5. **This goal is met.**

Statewide Planning Goal #11 – Public Facilities and Services (OAR 660-015-0000(11)):

Response: The Basalt Creek Concept Plan outlines conceptual systems for the type, locations and delivery of public facilities and services in a manner that best supports the proposed land uses. The Concept Plan covers transportation, schools, parks, drinking water, sanitary sewer and stormwater systems (see Attachment 1 Basalt Creek Concept Plan, pages 33 – 52). The Concept

Plan also outlines the service boundaries for other public services such as libraries and law enforcement will be extended by each City to incorporate the Basalt Creek Planning Area into their respective service districts. The Concept Plan provides direction for and will be integrated into future facility and capital improvement plans. **This goal is met.**

Statewide Planning Goal #12 – Transportation (OAR 660-015-0000(12)): *To provide and encourage a safe, convenient and economic transportation system.*

The Basalt Creek Concept Plan contains a transportation framework that focuses on connectivity, circulation and safety. The Plan has been developed with multiple modes of transportation in mind, with the major new roads and improvements to be constructed as laid out in the 2013 Basalt Creek Transportation Refinement Plan (TRP) adopted by City Council (see Appendix J). The Concept Plan also outlines bicycle and pedestrian enhancements, including an opportunity for a separated-grade crossing of the Basalt Creek Parkway, off-street trail planning, and potential transit routes. **This goal is met.**

Statewide Planning Goal #14 – Urbanization (OAR 660-015-0000(14)): *To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

Response: Metro added the Basalt Creek Planning Area to the UGB in 2004 to meet a regional industrial lands need. The Concept Plan accommodates urban employment inside the Planning Area, consistent with the identified need, to ensure efficient use of land, and to provide for livable communities. The employment types identified in the Concept Plan utilize land more efficiently. The Concept Plan also calls for appropriately designed transitions between different land use patterns as well as the protection of, and provision of access to, significant natural resources in the area to provide a more livable community. The Concept Plan identifies amending the City’s Urban Planning Area Agreement (UPAA) with Washington County as the first step in implementing the Plan and enabling urbanization in the Planning Area. The UPAA addresses the planning authority, coordination, and future service provisions in new urban areas. **This goal is met.**

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN (UGMFP)

Title 3: Water Quality and Flood Management – *Protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.*

Response: The City of Wilsonville is in compliance with Title 3 of the UGMFP. Figure 12 in the Basalt Creek Concept Plan depicts the land constraints in the Planning Area including Title 3 areas (see Appendix A for more information). This information will direct the mapping of riparian corridors and wetlands into the City’s Significant Resource Overlay Zone (SROZ) that will be required at the time of annexation and development. **This title is met.**

Title 4: Industrial and Other Employment Areas – *Provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial and Employment Areas.*

Response: The Basalt Creek Planning Area is mapped as a Metro Title 4 Industrial Area. The majority of the acreage in the Basalt Creek Planning Area (see Figure 8 in the Basalt Creek Concept Plan) is designated for employment use by the Concept Plan. The land use designations provide for a range of industrial development types including manufacturing, warehouse, and office uses. This information will direct Comprehensive Plan Amendments, following adoption of the Concept Plan and subsequent amendment of the Urban Planning Area Agreement with Washington County. The City of Wilsonville is in compliance with Title 4 of the UGMFP; Comprehensive Plan land use designations, and future zoning classifications, will be consistent with the requirements in Title 4 of the UGMFP. **This title is met.**

Title 11: Concept Planning – Please refer to Appendix D of the Basalt Creek Concept Plan for a full analysis of the Urban Growth Management Functional Plan requirements for concept planning urban reserves. **Appendix D in Attachment 1 demonstrates compliance with the requirements of Title 11.**

Title 13: Nature in Neighborhoods – *Conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.*

Response:

The City of Wilsonville is in compliance with Title 13 of the UGMFP. Figure 12 in the Basalt Creek Concept Plan depicts the land constraints in the Planning Area including Title 13 riparian and upland habitat areas (see Appendix A for more information). This information will direct the mapping of riparian corridors, wetlands, and upland habitat areas into the City's SROZ that will be required at the time of annexation and development review. **This title is met.**

GENERAL CONCLUSIONARY SUMMARY OF FINDINGS

The Basalt Creek Concept Plan complies with, and demonstrates that the City's adopted policies comply with, applicable Statewide Planning Goals, Metro regulations including Title 11, the Wilsonville Comprehensive Plan, and applicable provisions of the City's Development Code.



PLANNING COMMISSION
WEDNESDAY, JULY 11, 2018

II. LEGISLATIVE HEARING

B. Accessory Dwelling Units Code Updates (Pauly) (45 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP18-0006**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THAT THE WILSONVILLE CITY COUNCIL ADOPT CERTAIN AMENDMENTS TO THE WILSONVILLE DEVELOPMENT CODE AND TEXT OF THE COMPREHENSIVE PLAN REGARDING ACCESSORY DWELLING UNITS AS WELL AS OTHER DEVELOPMENT CODE AMENDMENTS TO INCREASE CLARITY AND FUNCTIONALITY OF REGULATIONS RELATED TO ACCESSORY DWELLING UNITS AND OTHER HOUSING.

WHEREAS, the City of Wilsonville currently allows Accessory Dwelling Units for most single-family homes on their own lot; and

WHEREAS, Senate Bill 1051 requires cities in Oregon with populations greater than 2,500 from to allow accessory dwelling units for each detached single-family structure on its own lot or not, effective July 1, 2018; and

WHEREAS, the City's Development Code includes a numerical limitation on Accessory Dwelling Units in the Canyon Creek Estates subdivision not allowed under Senate Bill 1051; and

WHEREAS, Senate Bill 1051 requires only clear and objective standards apply to Accessory Dwelling Units requiring the City to remove subjective standards of having the same architecture of the primary dwelling unit; and

WHEREAS, Comprehensive Plan Implementation Measure 4.1.4.bb. references the Accessory Dwelling Unit allowance for only single-family homes, numeric limitations, and matching architecture to the primary dwelling necessitating modification or removal of said references from the text of this implementation measure to be consistent with state statutes and the proposed Development Code amendments; and

WHEREAS, the City of Wilsonville encourages construction of Accessory Dwelling Units to provide needed housing, particularly for smaller households of one to two persons; and

WHEREAS, the City of Wilsonville further encourages construction of Accessory Dwelling Units to support housing affordability by providing smaller more affordable dwelling units as well as providing a method for homeowners to gain rental income to make ownership of their property more affordable; and

WHEREAS, review of the regulations affecting Accessory Dwelling Units identified lot coverage requirements and private covenants and restrictions as potential major barriers to Accessory Dwelling Unit which the City wishes to reduce; and

WHEREAS, review of the regulations affecting Accessory Dwelling Units and other housing identified opportunities to clarify code language and improve the functionality of the Development Code related to Accessory Dwelling Units and other housing; and

WHEREAS, the Wilsonville Planning Commission held a work session to discuss the proposed Development Code Amendments; and

WHEREAS, the Wilsonville Planning Director, taking into consideration input and suggested revisions provided by the Planning Commission members and the public, submitted the proposed amendments to the Wilsonville Development Code to the Planning Commission, along with a Staff Report, in accordance with the public hearing and notice procedures that are set forth in Sections 4.008, 4.010, 4.011 and 4.012 of the Wilsonville Code; and

WHEREAS, the Planning Commission, after Public Hearing Notices were provided to impacted residential properties, held a Public Hearing on July 11, 2018 to review the proposed amendments to the Wilsonville Development Code, and to gather additional testimony and evidence regarding the proposal; and

WHEREAS, the Commission has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, BE IT RESOLVED that the Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the July 11, 2018 public hearing, including the findings and recommendations contained therein and does hereby recommend that the Wilsonville City Council adopt the proposed amendments to the Wilsonville Development Code as approved on July 11, 2018 by the Planning Commission; and

BE IT RESOLVED that this Resolution shall be effective upon adoption.

ADOPTED by the Planning Commission of the City of Wilsonville at a regular meeting thereof this 11th day of July 2018, and filed with the Planning Administrative Assistant on

_____, 2018.

Wilsonville Planning Commission

Attest:

Tami Bergeron, Administrative Assistant III

SUMMARY of Votes:

Chair Jerry Greenfield: _____

Commissioner Eric Postma: _____

Commissioner Peter Hurley: _____

Commissioner Phyllis Millan: _____

Commissioner Kamran Mesbah _____

Commissioner Ron Heberlein: _____

Commissioner Simon Springall: _____



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: July 11, 2018		Subject: Accessory Dwelling Unit (ADU) Development Code Amendments	
		Staff Member: Daniel Pauly, Senior Planner; Amanda Guile-Hinman, Assistant City Attorney	
		Department: Community Development, Planning, Legal	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" 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 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: Following work sessions in June the Planning Commission is now requested to hold a public hearing and make a recommendation to City Council.	
Staff Recommendation: Staff recommends the Planning Commission conduct the public hearing, and when complete, forward a recommendation to adopt the proposed Development Code amendments to City Council.			
Recommended Language for Motion: I move to adopt Resolution LP18-0006 recommending adoption of the Accessory Dwelling Unit (ADU) Development Code Amendments to City Council.			
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 (SB) 1051 (2017) became Oregon law. The new statutes adopted become effective July 1, 2018. The purpose of SB 1051 is to create more housing in Oregon by removing barriers to development. Among the new statutes adopted as part of SB 1051 is ORS 197.312, which requires 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 increase functionality and clarity of the code. Staff requests the Planning Commission conduct a public hearing and forward a recommendation to City Council on the proposed amendment to Wilsonville’s Development Code.

EXECUTIVE SUMMARY: City legal and planning staff reviewed the Development Code for conformance with SB 1051 as it relates to ADUs. 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 reason not allowing an ADU or other accessory structure is lot coverage requirements provided in the Development Code. 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 necessary 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.

One implementation measure in the Comprehensive Plan, Implementation Measures 4.1.4.bb., also needs amending to be consistent with the new state statute and the proposed Development Code amendments.

EXPECTED RESULTS: Recommendation to the City Council to adopt the proposed amendments to the Development Code.

TIMELINE: The Planning Commission is scheduled to hold the first public hearing on July 11th and a City Council public hearing has tentatively been scheduled on August 6th.

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 provided 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

Attachment 4: Table of Current and Proposed Lot Coverage Standards

Attachment 5: Comprehensive Plan Text Amendment for Implementation Measure 4.1.4.bb.

Attachment 6: Compliance Findings

ADU Code Amendment Categories

Referenced in Code Amendment Document

A. Ensure Compliance:

A1	SB 1051 requires the allowance of at least one ADU per single-family dwelling. Add ADU allowance for each detached dwellings in a scenario with multiple detached dwellings on a single lot. Currently the City allows an ADU for each single-family lot rather than per single-family dwelling.
A2	The State requires clear and objective standards. Remove subjective “match the architecture” standards 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.
A3	Remove numeric limits for Canyon Creek Estates included in the Development Code.

B. Further the Intent:

B1	Allow for additional lot coverage while maintaining existing setbacks for ADUs, as lot coverage is the most common barrier to adding additional structures on a property or expanding an existing structure.
B2	Prohibit further private restrictions on ADUs in new subdivisions, verified at the time of Final Plat review.

C. Increase Code Function and Clarity:

C1	Refine definitions related to ADUs and other dwelling unit types.
C2	Add definitions defining “Attached Dwelling Unit” and “Detached Dwelling Unit.”
C3	Remove duplicative definitions and code language.
C4	Clarify what accessory uses must be on the same lot as the primary use.
C5	Update definition of “Private Garage” to reflect ADU/garage multi-use structures.
C6	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.
C7	Define “Short-Term Rental” and clarify allowance of short-term rental of ADUs and other residential structures and what type of approval is required.
C8	Clarify in a number of lists that “accessory buildings and structures” includes ADUs.
C9	Simplify and clarify language related to maximum floor area for ADUs.
C10	Simplify and remove unclear/uncertain language for ADU parking, make standard the same for all ADUs, put ADUs in parking table.
C11	Clarify ADUs do not count in density calculations.
C12	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.

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 unit of not more than 800 square feet of habitable floor area accessory, incidental, subordinate to another dwelling unit on the same lot. ~~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]: C1

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

- 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.~~
- ~~26-25. 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]~~
- ~~27-26. 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.~~
- ~~29-27. 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.~~
- ~~30-28. 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.~~
- ~~31-29. 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. Does not including short-term rentals.~~
- 32-30. 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]: C1, C2, C3. Note: Definitions for attached dwelling unit found under "Dwelling Unit, Attached"

Commented [PD4]: C3

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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: ~~A type of Small-lot detached single family dwellings~~ dwelling unit development 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]

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85. ~~Duplex: Two attached dwelling units on a single lot, neither of which meets the definition of an accessory dwelling unit.~~

Commented [PD7]: 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 [PD8]: Existing language relocated

87. Dwelling Unit, Attached: A dwelling unit which (1) shares one or more common or abutting wall, floor, or ceiling with one or more dwelling units and/or (2) has a shared roof structure with or a roof without a spatial gap between one or more dwelling units. The common or abutting walls, floors, ceilings, and roofs includes those of attached garages, storage areas, or other accessory uses. When a dwelling unit is attached only to an accessory dwelling unit and the accessory dwelling unit is not attached to any other dwelling unit, the dwelling unit is not "Attached" under this definition while the accessory dwelling unit is "Attached" under this definition.

88. Dwelling Unit, Detached: A dwelling unit not meeting the definition of attached dwelling unit.

Commented [PD9]: 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. Multiple-family dwelling units may be detached or attached.~~

Commented [PD10]: C1

~~88-90. Dwelling Unit, Single-Family: A dwelling unit designed for occupancy by one family located on its own lot. A single-family dwelling unit 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 [PD11]: C1, 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

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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.~~

Commented [PD12]: C5

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: For the purpose of calculating the area of a dwelling unit, the area of a dwelling unit usable for living purposes, which includes areas for sleeping, eating, cooking, bathing, sanitation, recreation, and similar activities. Storage areas with floor-level interior access from other habitable areas are included in habitable floor area. Storage areas without interior floor-level access from other habitable areas are not included in habitable floor area. A garage is not considered a storage area for the purpose of this definition and is not considered part of the habitable floor area.

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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,

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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. Short-term rental of a dwelling unit or portion thereof where the operator does not live on the same lot is a home business. A home business requires a conditional use permit.~~

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123-124. Home Occupation: ~~"Home Occupation" means an~~ 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. ~~Short-term rental of a dwelling unit or portion thereof where the operator of the short-term rental lives on the same lot is a home occupation.~~

Commented [PD15]: C3, C7

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 ~~six (6) or more rooms for~~ lodging, with or without meals, for compensation, ~~for six (6) or more people.~~

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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

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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.
133. **Kenel:** 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

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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. Involves rental to only one party at a time. A dwelling unit with rental of different rooms during the same period to different parties is not considered a short-term rental, but may meet the definition of a bed and breakfast home or boarding house or hotel, motel, or overnight lodging facility.

Commented [PD18]: C7

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

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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 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.

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b. For all other attached dwelling units: None.

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 the maximum is 600 square feet of habitable floor area. 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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~~3. Accessory dwellings units shall be on the same lot as the dwelling unit to which they are subordinate.~~

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~~4. Accessory Dwelling Units may be either attached or detached, but are subject to all zone standards for setbacks, height, and lot coverage, unless otherwise noted in the standards for specific zones or those requirements are specifically waived through the Planned Development waiver or Variance approval processes.~~

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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~~

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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 accessory Dwelling dwelling Unit 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 accessory dwelling unit, on-street parking may be considered to satisfy satisfies this requirement if all of the following are present:~~

- ~~i. On at least 45 feet of frontage along the lot is available for on-street parking and is not otherwise approved to meet minimum parking standards for another use. - street parking exists along the frontage of the lot, or within 100' of the front lot line of the lot.~~

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

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~~9.7. Each Accessory accessory Dwelling dwelling Unit 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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~~10.9. 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 Accessory Dwelling Units~~

~~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~~

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the plat is subject (i.e. CC&R's).

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

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(.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 dwelling unit~~ per lot and accessory dwelling units subject to the standards of Section 4.113 (.11). 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 and Detached Dwelling Units:
 - 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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Commented [PD34]: C8

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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 Attached Multiple-Family Dwelling Units:

Commented [PD35]: C1

- A. Accessory uses, buildings and structures customarily incidental to any of the aforesaid principal permitted uses, located on the same lot therewith.
- 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; up to an additional 800 square feet per accessory dwelling unit up to forty-five percent (45%) total lot coverage for lots less than 7,000 square feet and up to forty percent (40%) total lot coverage for lots 7,000 square feet and greater.
- G. Block and access standards:

Commented [PD36]: B1

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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.]

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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.~~

Commented [PD37]: C1, C3

~~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 family dwelling and detached dwelling units:

Commented [PD38]: A1

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 dwelling uUnits, subject to the standards of Section 4.113 (.11).~~

Commented [PD39]: C1

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.~~

Commented [PD40]: C3, C7

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 attached multiple-family dwelling units:

Commented [PD41]: C1

A. Accessory uses, buildings, and structures customarily incidental to any of the

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1
aforesaid principal permitted uses, located on the same lot therewith.

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

- B. Home occupations.
 - C. A private garage or parking area.
 - D. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
 - E. 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. 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. 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.

~~E-F.~~ Home businesses

Commented [PD42]: C7

(.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

*All dwelling unit types, except accessory dwelling units, are included for calculating density.

Commented [PD43]: C11

[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.

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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:

- (.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; up to an additional 800 square feet per accessory dwelling unit up to thirty percent (30%) total 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 20,000square 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

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

dwelling units; thirty percent (30%) for all buildings except accessory dwelling units; up to an additional 800 square feet per accessory dwelling unit up to thirty-five percent (35%) total lot coverage.

Commented [PD45]: B1

(.05) Examples of development that is typically permitted (hypothetical 10-acresite):

Twenty single-family dwellings (with or without accessory dwelling units) on individual lots, or

- A. 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 with an additional 800 square feet allowed per accessory dwelling unit up to sixty-five percent (65%) total lot coverage. Forty-five percent (45%) for lots between 7000 and 8000 square feet with an additional 800 square feet allowed per accessory dwelling unit up to fifty-five percent (55%) total lot coverage. Forty percent (40%) for lots exceeding 8000 square feet with an additional 800 square feet allowed per accessory dwelling unit up to fifty percent (50%) lot coverage.

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(.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).

Commented [PD47]: C3

Commented [PD48]: C3

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.

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- (.02) Minimum lot size: 4,000 square feet.
- (.03) Minimum density at build out: One unit per 6,000 square feet.
- (.04) Other standards: Minimum lot width at building line: Thirty-five (35) feet.
 - A. 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]
 - B. Minimum lot depth: Sixty (60) feet.
 - C. Setbacks: per Section 4.113(.03).
 - D. Maximum building height: Thirty-five (35) feet.
 - E. Maximum lot coverage: Seventy-five percent (75%) for all buildings.
- (.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.
- (.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).

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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:

- (.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.
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. 174 condominium units, or
 - B. 217 multiple family-units.

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.
- (.05) Examples of development that is typically permitted (hypothetical 10-acresite):
 - A. 174 condominium units, or
 - B. 217 multiple-family units.

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

Table V-1: Development Standards

Building Type	Min. Size (sq.ft.)	Lot Min. Width (ft.)	Lot Min. Depth (ft.)	Lot Max. Coverage (note)	Frontage Width (%age)	Frontage Max. Height ⁹ (ft.)	Setbacks ^{10, 13, 20} (ft.)			Side Min. (ft.)	Alley-Loaded Garage (note)	Street-Loaded Garage (note)
							Front	Min.	Max.			
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 ⁴	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 ~~94-444-444444~~ ~~On Medium and Estate Lots, for attached or detached accessory dwelling units or other detached accessory buildings are built~~; maximum lot coverage may be increased by 10%. On Standard and Large Lots, maximum lot coverage may be increased by 10% for non-accessory dwelling unit detached accessory buildings. In addition, on Standard and Large Lots maximum lot coverage may be increased by 800 square feet for attached or detached accessory dwelling units up to 75% lot coverage for Standard Lots less than 4,575 square feet, and up to 70% for Large Lots and Standard Lots greater than 4,575 square feet.

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 at 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 Dwellings with front-loaded garages are limited to one shared standard-sized driveway/driveway.

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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.

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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.

J. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).

(.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.A. Accessory Dwelling Units, subject to the standards of Section 4.113 (.11).~~

~~D.C. Home occupations.~~

~~E.D. A private garage or parking area.~~

~~F.E. Keeping of not more than two (2) roomers or boarders by a resident family.~~

~~G.F. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.~~

~~H.G. 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.H. 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

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Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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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Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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.

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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 An additional 800 square feet is allowed per accessory dwelling unit up to a total lot coverage of 50% for R-10, 55% for R-7, and 75% for R-5.

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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 dwelling 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.
- 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.~~

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(.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 <u>Single-family dwelling units, duplexes, multiple-family dwelling units of nine (9) or fewer units</u>	1 per D.U., except accessory dwelling units, which have no minimum.	No Limit	Apartment- 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.
5. Manufactured or mobile home subdivision	1 per D.U.	No Limit	1 per D.U.
b. Commercial Residential			
1. Hotel	1 per 1000 sq. ft.	No Limit	1 per 5 units Min. of 2

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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 September 5, 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).

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~~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

Comments (A2, C4, etc.) Indicate Code Amendment Category in Attachment 1

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.

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

Craftsman
Roof Style: Gable
Roof Pitch: 6:12 to 10:12
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



Attachment 4 Comparison of Current and Proposed Lot Coverage by Zoning and Lot Type

Zoning and Lot Type	Current Lot Coverage	Proposed Lot Coverage	Min Lot Size	% Min Lot Size 800 sf	% Lot Coverage: Max Lot Coverage Plus 800 SF ADU at Min Lot Size
Residential Agriculture-Holding (RA-H)					
All lots	No Lot Coverage Max	no change	30000	NA	NA
Residential (R)					
Lots less than 7000 sf	20% DUs, 30% all buildings	20% primary DUs, 30% all non-ADU buildings, add 800 sf per ADU up to 45%	5000	16.0%	46%
Lots 7000-8000 sf	20% DUs, 30% all buildings	20% primary DUs, 30% all non-ADU buildings, add 800 sf per ADU up to 40%	7000	11.4%	41%
Lots 8000 or more sf	20% DUs, 30% all buildings	20% primary DUs, 30% all non-ADU buildings, add 800 sf per ADU up to 40%	8000	10.0%	40%
Planned Development Residential (PDR)					
PDR-1					
All lots	20% DUs, 25% all buildings	20% primary DUs, 25% all non-ADU buildings, add 800 sf per ADU up to 30%	25000	3.2%	28%
PDR-2					
All lots	25% DUs, 30% all buildings	25% primary DUs, 30% all non-ADU buildings, add 800 sf per ADU up to 35%	12000	6.7%	37%
PDR-3					
Lots less than 7000 sf	50% all building	50% all non-ADU buildings, add 800 sf per ADU up to 65%	5000	16.0%	66%
Lots 7000-8000 sf	45% all buildings	45% all non-ADU buildings, add 800 sf per ADU up to 55%	7000	11.4%	56%
Lots more than 8000 sf	40% all buildings	40% all non-ADU buildings, add 800 sf per ADU up to 50%	8000	10.0%	50%
PDR-4, PDR-5, PDR-6, PDR-7					
All lots	75% all buildings	no change	1500-4000	20.0%-53.3%	95%-128%
Village (Villebois)					
Small/ Small Cottage	75% plus 10% for detached accessory buildings	75% all buildings	2250	35.6%	111%
Medium	65% plus 10% for detached accessory buildings	65% plus 10% for attached/detached ADU's or other detached accessory buildings	2900	27.6%	93%
Standard	55% plus 10% for detached accessory buildings	55% plus 10% for non-ADU detached accessory buildings, plus 800 sf per ADU up to 75% if lot less than 4575 sf, or 70% if 4575 sf or greater	4500	17.8%	73%
Large	55% plus 10% for detached accessory buildings	55% plus 10% for non-ADU detached accessory buildings, plus 800 sf per ADU up to 70%	5400	14.8%	70%
Estate	45% plus 10% for detached accessory buildings	45% plus 10% for attached/detached ADU's or other detached accessory buildings	8000	10.0%	55%
Residential Neighborhood (RN) (Frog Pond)					
R-10 Large Lot	40% all buildings	40% all non-ADU buildings, add 800 sf per ADU up to 50%	8000	10.0%	50%
R-7 Medium Lot	45% all buildings	45% all non-ADU buildings, add 800 sf per ADU up to 55%	6000	13.3%	58%
R-5 Small Lot	60% all buildings	60% all non-ADU buildings, add 800 sf per ADU up to 75%	4000	20.0%	80%
Old Town Overlay Zone					
All lots	40% all buildings but small (120 sf or less) detached buildings	no change	NA	NA	NA

Implementation Measure 4.1.4.bb The City allows the construction of one accessory dwelling unit with any detached dwelling or attached ~~single-family~~single-family dwelling ~~that is~~ permitted to be built in any zone, subject to standards in the Land Development Code ~~or density and size standards in Neighborhood Plans, Stage II Development Plans or Final Development Plans~~. Regulations of such units include size, ~~architectural design to match the primary unit on the site,~~ and parking requirements. [Amended by Ord. 676, 3/3/10]

Attachment 6
 Planning Commission Resolution LP18-0006 Staff Report
 Compliance Findings

Accessory Dwelling Unit Code Amendments

Date of Findings: July 3, 2018

Request: Amend the Wilsonville Development Code Text and Text of Implementation Measure 4.1.4.bb. of the Comprehensive Plan to ensure Accessory Dwelling Unit regulations comply with Senate Bill 1051, remove potential major barriers to Accessory Dwelling Unit development, and increase clarity and functionality of Development Code related to Accessory Dwelling Units and other housing.

Affected Properties: All land currently developed as single-family or detached dwellings and all residential designated lands with potential for development of detached dwellings.

Staff Reviewer: Daniel Pauly AICP, Senior Planner

Staff Recommendation: Recommend adoption of the Development Code and Comprehensive Plan text amendments to the Wilsonville City Council.

Applicable Review Criteria:

<u>Oregon Revised Statutes:</u>	
197.303 (1)	Needed Housing Definition
197.307 (4)/227.175 (4)(b)(A)	Clear and Objective Standards for Housing
197.307 (6)	Alternative Approval of Needed Housing
197.312 (5)(a)	Development of Accessory Dwelling Units for Each Detached Single-family Dwelling
<u>Statewide Planning Goals:</u>	
Goal 1	Citizen Involvement
Goal 2	Land Use Planning
Goal 10	Housing
<u>Wilsonville Comprehensive Plan:</u>	
Introduction-Plan Amendments	Comprehensive Plan Plan Amendments
Goal 1.1 and applicable Policy and Implementation Measures	Encourage Public Involvement
Goal 1.1 and applicable Policy and Implementation Measures	Interested, Informed, and Involved Citizenry
Implementation Measure 4.1.1.g	More Flexibility in Support of Metro 2040 Growth Concept and the Urban Growth Management Functional Plan
Implementation Measure 4.1.1.i.	Continuing Examine Intensity of Use, Including Percentage of Lot Coverage

Policy 4.1.4 and applicable Implementation Measures	Housing
Development Code:	
Section 4.197	Changes and Amendments to Development Code
Section 4.198	Comprehensive Plan Changes

Compliance Findings

As described in the Findings below, the request meets the applicable criteria.

Oregon Revised Statutes-Needed Housing Review

Needed Housing Defined
 ORS 197.303 (1)

1. All housing subject to the proposed code changes, attached detached single-family and multiple-family dwelling units, duplexes, and accessory dwelling units are needed housing under state law.

Clear and Objective Standards Required for Housing
 ORS 197.307 (4) and 227.175 (4)(b)(A)

2. The City determined current language requiring ADUs to “be of substantially the same exterior design and architecture (i.e. siding, windows, doors and roofing materials) as the primary dwelling unit” is too vague and subjective to meet the clear and objective requirement of state law. The proposed amendments thus remove this language. Certain architectural requirements remain for ADUs in the Village Zone, Residential Neighborhood Zone, and Old Town Neighborhood Zone. Applicable standards in each of these zones applies ADUs the same as other accessory structures and primary dwelling units. The adoption of each of the applicable standards in these zones found the standards to be clear and objective.

Development of Accessory Dwelling Units for Each Detached Single-Family Dwelling
 ORS 197.312 (5)(a)

3. As a City with a population over 2,500 ORS requires the City allow at least one ADU per detached single-family dwelling. Currently the City allows an ADU for each single-family lot rather than per single-family dwelling. The proposed code amendments include adding an allowance of ADUs for each detached dwelling unit in addition to the current single-family lot allowance. In addition, the City proposes removing the existing numeric limitation of ADUs for the Canyon Creek Estates subdivision as it violates this statute.

Statewide Planning Goals

Citizen Involvement

Goal 1

4. As discussed in Findings 7 through 14 below, the citizen involvement processes and requirements established in Wilsonville's Comprehensive Plan consistent with Goal 1 are being followed.

Land Use Planning

Goal 2

5. The proposed code amendments support the goal of establishing processes and policy as a basis for making decisions on land use consistent with a Comprehensive Plan.

Housing

Goal 10

6. The proposed code amendments will continue to allow the City to meet its housing goals reflected in the Comprehensive Plan. See Findings 17 through 19.

Wilsonville Comprehensive Plan-Public Involvement

Public Involvement-In General

Goal 1.1, Policy 1.1.1,

7. By following the applicable implementation measures, see Findings 8 through 14 below, the City provided opportunities for public involvement encouraging, and providing means for, involvement of interested parties.

Early Involvement

Implementation Measure 1.1.1.a.

8. The City sent broad notice to all residential properties. The Planning Commission and City Council and community members have opportunity to comment on the proposed code amendments while still in draft form.

Encourage Participation of Certain Individuals, Including Residents and Property Owners

Implementation Measure 1.1.1.e.

9. The City encouraged residents and property owners impacted by the proposed code amendments to participate as described in Finding 8 above.

Procedures to Allow Interested Parties to Supply Information
Implementation Measure 1.1.1.f.

10. The City will afford interested parties the opportunity to provide oral input and testimony during the public hearings. In addition, the City afforded them the opportunity to provide written input and testimony.

Types of Planning Commission Meetings, Gathering Input Prior to Public Hearings
Implementation Measure 1.1.1.g.

11. Prior to the scheduled public hearing on the proposed code changes and adoption of the design standards, the Planning Commission held a work session on June 13, 2018, during which the Planning Commission provided feedback incorporated into the current draft.

Public Notices for Planning Commission Meetings
Implementation Measure 1.1.1.h.

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

User Friendly Information for Public
Policy 1.2.1, Implementation Measures 1.2.1.a., b., c.

13. The published notecard mailings and notices provided user friendly information about the purpose, location, and nature of the meetings. The mailings widely publicized different ways for impacted parties to participate. The information given to impacted parties gave access to the information on which the Planning Commission will base their decision.

Coordinate Planning Activities with Affected Agencies
Implementation Measure 1.3.1.b.

14. The City has notified and discussed needed and recommended code updates related to ADUs with state and Metro staff and consultants hired by Metro.

Wilsonville Comprehensive Plan-Housing and Residential Areas

More Flexible Use of Land
Implementation Measure 4.1.1.g.

15. The proposed code amendments allow additional flexibility for locating accessory dwelling units in Wilsonville allowing for more flexibility in use of land consistent with this implementation measure.

Intensity of Use, Provision of Adequate Open Space, Character of Existing Neighborhoods

Implementation Measures 4.1.1.i. and 4.1.4.t.

16. The proposed code amendments look carefully at the intensity of use, including lot coverage, for residential development. The proposal allows an increase in lot coverage to allow for additional intensity of accessory residential development in some instances, but keeps the lot coverage increases to the minimal for removal of the identified barrier to accessory unit development. The minimization of the lot coverage increase while maintaining all setback requirements allows accessory dwelling units as directed by state law and encouraged by established City policies while maintaining adequate open space, separation of neighboring dwelling, and maintaining the character of existing neighborhoods. Updated parking standards for accessory dwelling units also ensure minimal impact on neighborhoods.

Variety and Diversity of Housing

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

17. Ensuring code allows accessory dwelling units and removes unreasonable barriers to their development allows for development of an additional housing type in the community and encourages an increased diversity. In particular, allowing and encouraging accessory dwelling units can provide affordable housing opportunities for smaller households.

Safe, Convenient, Healthful, Attractive Residential Areas with Variety

Implementation Measure 4.1.4.c.

18. The City does not anticipate the proposed code amendments to substantially impact safety, convenience, or health of residential areas of the City.

Housing Needs of Existing Residents, Needs of Mobile Home Dwellers

Implementation Measure 4.1.4.f.

19. The proposed code amendments further, allowing and removing barriers to development of ADUs, provide potential housing opportunities for existing smaller households looking for more affordable housing options. ADUs, by their size and affordability, can serve some of the same demographic historically occupying mobile homes within the City.

Housing Coordinated with the Social and Economic Needs of the Community

Goals for Sufficient Low and Moderate Cost Housing

Housing for Employees Working in Wilsonville

Implementation Measures 4.1.4.g., 4.1.4.k., and 4.1.4.m.

20. The City Council has identified, as part of their goals, a need to address housing affordability in the community. Development Code amendments allowing ADUs and removing barriers to their development encourages provision of less expensive smaller units for small

households helping to meet the need of more affordable housing in the community, including for moderate to lower wage workers employed in Wilsonville.

Housing and Infrastructure

Implementation Measures 4.1.4.h., 4.1.4.i., 4.1.4.o., 4.1.4.r., and 4.1.4.s.

21. A significant cost for development of housing and thus a barrier to providing affordable housing is the cost of providing the necessary infrastructure. Allowing and encouraging accessory dwelling units allows provision of additional housing, particularly more affordable housing, where the infrastructure already exists. Properties with accessory dwelling units have substantially the same impact on infrastructure as properties with just the primary dwelling unit.

Safe, Sanitary, Convenient, Sound, Energy Efficient, Attractive Housing/Renovation and Rehabilitation of Housing Stock

Implementation Measure 4.1.4.y.

22. The City does not anticipate the proposed code amendments to impact safety, sanitation, convenience, structural quality, or energy efficiency of housing.

Allowance of Accessory Dwelling Units

Implementation Measure 4.1.4.bb.

23. The City continues to allow one accessory dwelling unit with any detached or attached single-family dwelling. State law no longer allows any density requirements in Neighborhood Plans, Stage II Development Plans, or Final Development Plans. The proposed action removes the numeric limitation for the Canyon Creek Estates Subdivision. State law also only allows applying clear and objective standards to housing. As such, the proposed code amendments remove subjective standards to match primary dwellings. The proposed action removes language from this implementation measure found inconsistent with state law. See also Findings 1, 2, and 4 above.

Wilsonville Development Code-Amendments to the Code

Planning Commission Public Hearing, Recommendation to City Council

Subsection 4.197 (.01) A.

24. The Planning Commission will conduct a public hearing and then, by resolution, forward findings and a recommendation to the Wilsonville City Council within the allowed 40 day timeframe.

Findings Required: Compliance with Procedures of 4.008

Subsection 4.197 (.01) B. 1., Section 4.008, Sections 4.009 through 4.024 as applicable

25. The City mailed notices to affected properties and published/posted notices consistent with established procedures for legislative actions. The City produced written findings of fact regarding the application in this document for adoption by the Planning Commission.

Findings Required: Compliance with Goals, Policies, and Objectives of Comprehensive Plan

Subsection 4.197 (.01) B. 2.

26. Findings 7 through 23 above provide findings related to the applicable goals, policies, objectives, and implementation measures of Wilsonville's Comprehensive Plan.

Findings Required: No Conflict with Over Code Provisions

Subsection 4.197 (.01) B. 3.

27. While drafting the code amendments staff took care to ensure the proposed code changes do not conflict with or endanger other provisions of the Development Code. Staff looked carefully at all definitions and provisions the initial amendments may affect and made additional changes to improve clarity and function and avoid conflicts.

Findings Required: Compliance with Statewide Land Use Planning Goals, State Rules and Statutes, Federal Statutes

Subsection 4.197 (.01) B. 4.-5.

28. Findings 1 through 6 above provide findings related to compliance with the applicable Statewide Land Use Planning Goals as well as applicable state statutes.

Affirmative Findings Required

Subsection 4.197 (.03)

29. Findings 1 through 23 provide the required affirmative findings on which a recommendation can be made to City Council for adoption of the requested amendments to the Wilsonville Development Code.

Comprehensive Plan Text Amendments

Follow Procedures in Comprehensive Plan

Subsection 4.198 (.01)

30. Findings 1 through 23 confirm the process to amend the text of Implementation Measure 4.1.4.bb. follows applicable procedures established in the Comprehensive Plan.

Meet a Public Need/In the Public Interest

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

31. Implementation Measure 4.1.4.bb. discusses the allowance of and types of restrictions on accessory dwelling units in the City. The City proposes a number of updates to Development Code text to ensure compliance with Oregon Revised Statutes as updated by Senate Bill 1051 effective July 1, 2018. The required Development Code changes include allowing accessory dwelling units for all detached primary dwelling units, removing any numeric limitations, and removing subjective criteria that accessory dwelling units match primary dwellings. The text of the implementation measure references all three of these necessary code changes. The proposed text changes simply update the implementation measure for consistency with state law and the proposed Development Code text changes. Both the new state laws and the updated Development Code text establish a public need for the changes, which carries over to these directly corresponding Comprehensive Plan text changes. The Comprehensive Plan text changes are straightforward and the minimum necessary to provide the consistency sought.

Support Statewide Planning Goals

Subsection 4.198 (.01) C.

32. Findings 4 through 6 above establish the proposed text amendments support Statewide Planning Goals.

Conflict with Other Portions of Comprehensive Plan

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

33. The implementation measure text proposed for amendment is the primary reference to accessory dwelling units in the Comprehensive Plan and the proposed text changes do not create any conflicts. The proposed text changes, as discussed in Findings 7-29 above, reflective of the Development Code amendments, conform with other applicable language in the Comprehensive Plan.

Submission and Review Process, Noticing

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

34. The City initiated the proposed text amendments. The Planning Commission and City Council will review the proposed text amendments. The Planning Commission will adopt a resolution making a recommendation to City Council and City Council will adopt the text amendments by Ordinance. All noticing requirements, as described under public involvement findings for the Comprehensive Plan above, have been met.

Factors to Address in Proposed Amendments

Comprehensive Plan Introduction: Plan Amendments 4. d.

35. Each factor listed has one or more corresponding implementation measures in the Comprehensive Plan. Findings above for Development Code Amendments apply the same to the Comprehensive Plan text amendments and address all applicable implementation measures.

Conflicts with Metro Requirements

Comprehensive Plan Introduction: Plan Amendments 4. e.

36. The proposed text changes support state and Metro rules related to accessory dwelling units.



PLANNING COMMISSION

WEDNESDAY, JULY 11, 2018

III. WORK SESSION

- A. Boones Ferry Park Master Plan (McCarty) (30 minutes)



**PLANNING COMMISSION MEETING
STAFF REPORT**

Meeting Date: July 11th, 2018		Subject: Review Draft of Boones Ferry Park Master Plan developed by Design Concepts, GreenPlay, LLC, City Staff and residents of Wilsonville	
		Staff Member: Mike McCarty	
		Department: Parks & Recreation	
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 that the Commission review a draft of the Boones Ferry Park Master Plan and provide staff and consultants with recommendations and suggestions for Final document to be presented to Planning Commission at their August 8 th Public Hearing for adoption.			
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	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

Review Boones Ferry Park Master Plan and provide recommendations and suggestions for Final Draft of this document.

EXECUTIVE SUMMARY:

The City of Wilsonville entered into a contract with GreenPlay, LLC on August 21st, 2017 to help complete a Master Plan for Boones Ferry Park with the understanding the plan would involve extensive input from the community. Tonight, Design Concepts (hired by GreenPlay, LLC to complete this project) is presenting a draft of this plan with the hopes of receiving Planning Commission input. Design Concepts presented the draft to City Council on June 4th, 2018 and to approximately 25 residents at a public meeting on June 5th, 2018 at Boones Ferry Park. Both the City Council and residents expressed positive comments concerning the proposed plan, which is to be addressed as a Public Hearing at Planning Commission’s August 8th meeting and approved by Resolution by City Council on August 20th, 2018.

EXPECTED RESULTS:

Consultants receive recommendations and suggestions regarding the Master Plan that will provide guidance in completing this document.

TIMELINE:

Planning Commission Public Hearing: Wednesday, August 8th, 2018
City Council Hearing: Monday, August 20th, 2018

CURRENT YEAR BUDGET IMPACTS:

The total cost of the contract for the Boones Ferry Park Master Plan is \$44,000.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The community has provided vital information at three hands-on public workshops held at City Hall and on-site at Boones Ferry Park, as well as via an online survey, open Dec. 1, 2017 – Jan. 15, 2018, where the public could voice their opinions on the three conceptual plans. Public input has also been submitted via email.

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

Providing amenities and services that the community has requested from the Parks & Recreation Department.

ALTERNATIVES:

CITY MANAGER COMMENT:

ATTACHMENTS:

Boones Ferry Park Summary for Planning Commission

Boones Ferry Park Draft Master Plan

Boones Ferry Park – Draft Conceptual Plan (Planning Commission July 11th, 2018)

After its historic heyday as the site of an important transportation link in the Willamette Valley, Boones Ferry Park has served as a quiet, peaceful spot at the end of the road. Boones Ferry Road—a bustling regional metropolitan thoroughfare named for this very location—slows and narrows as it approaches the shore of the Willamette River, where Boones Ferry operated until the middle of the 20th century. Wilsonville grew from this location, originally known as Boones Landing, into the city it is today. The ferry-keeper’s house (Tauchman House), located in Boones Ferry Park, served as Wilsonville’s city hall prior to 1974. The site is one of the few places in Wilsonville—a river town from the beginning, thanks to the ferry—where residents can actually get near the river.

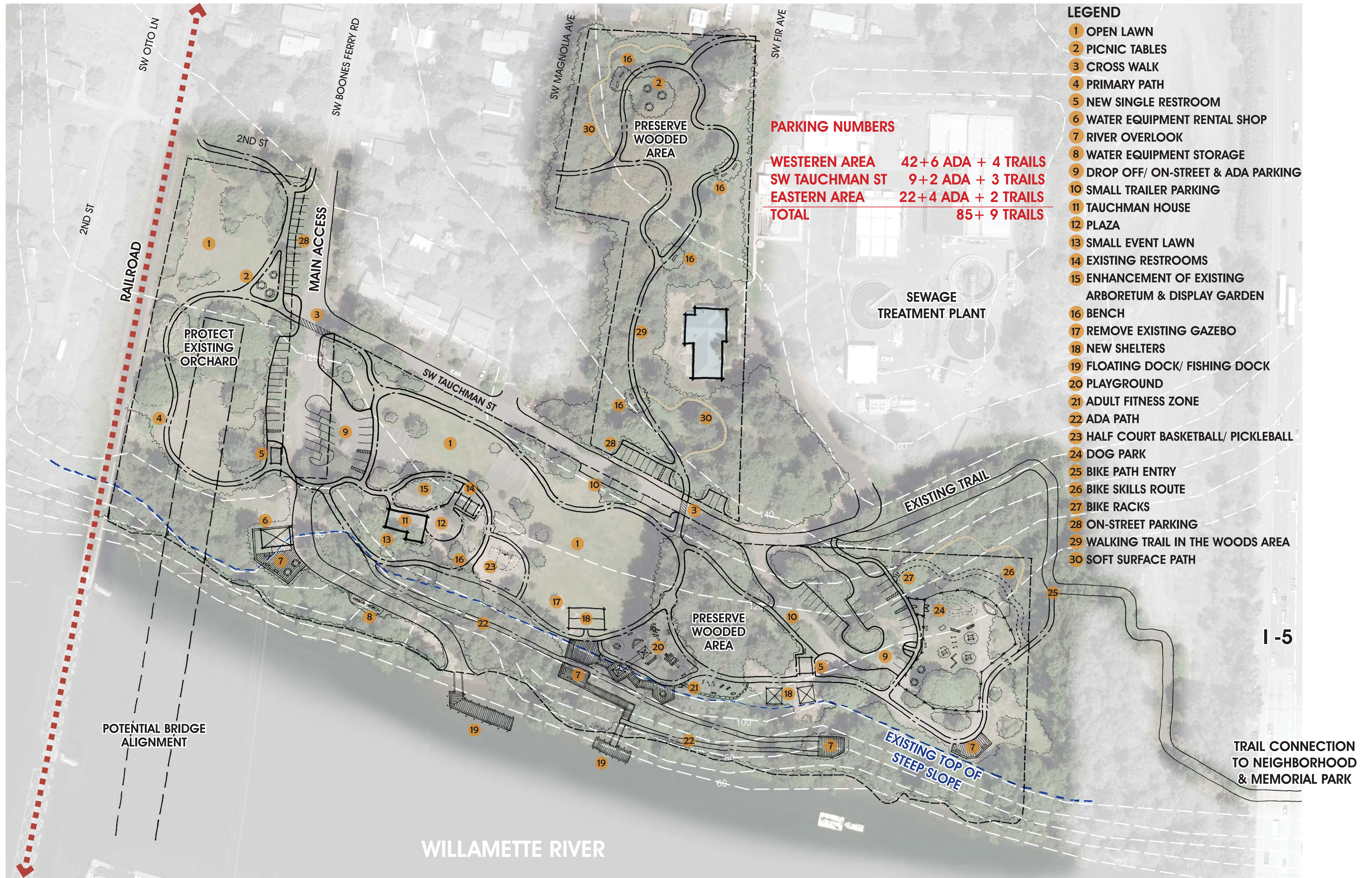
As a park, Boones Ferry serves its purpose in a workmanlike fashion. As one reviewer on Yelp.com posted, the park is “fine . . . but uninspired”. But Boones Ferry Park is more than just a typical park. It is a special place. Wilsonville’s 2007 Parks and Recreation master Plan recognized this:

“Boones Ferry Park is a community park with the potential to become a signature element of Wilsonville’s park system. The historic features of this site, its location on the river, and its connection to Old Town offer tremendous opportunities for providing more unique recreation experiences.”

Recognizing this, a new master plan for Boones Ferry Park was initiated as part of the current update of the parks and recreation master plan. The process is now entering its final phases, where a proposed vision for its future will be outlined and recorded. This vision is approaching its final form. Last month a draft plan was presented to City Council in a work session and the general public had an opportunity to review and comment on it at a special workshop on-site in the park. Now Planning Commission will see a presentation of that plan and a description of the process that brought it to this point. That process has now included three hands-on public workshops (two held onsite at the Tauchman House), an online-survey where constituents could voice their opinions on several alternative plans, and extensive review and input from Wilsonville staff.

The plan is being prepared by Design Concepts, CLA, Inc. as part of their subcontract role with GreenPlay LLC in the preparation of the new parks and recreation master plan. Robby Layton, Principal of the firm, will give a brief presentation and answer questions.

The attached map shows the plan in its current draft form. The simple line drawing format is intended to convey the intent that, while the plan is indeed close to completion, input from Council, Planning Commission, and the public is still being taken into consideration in drafting a final, presentation-quality version of the plan, along with cost projections and other supporting documentation.



**BOONES FERRY PARK
DRAFT MASTER PLAN**

APRIL 2018



PLANNING COMMISSION

WEDNESDAY, JULY 11, 2018

IV. INFORMATIONAL

A. City Council Action Minutes (June 18, 2018)

City Council Meeting Action Minutes
June 18, 2018

City Council members present included:

Mayor Knapp
Councilor Starr
Councilor Stevens
Councilor Lehan
Councilor Akervall

Nancy Kraushaar, Community Develop. Director
Susan Cole, Finance Director
Angela Handran, Assistant to the City Manager
Cathy Rodocker, Assistant Finance Director
Chris Neamtzu, Planning Director
Daniel Pauly, Senior Planner, Planning
Keith Katko, Finance Operations Manager
Kerry Rappold, Natural Resources Manager
Kimberly Rybold, Associate Planner
Mark Ottenad, Public/Government Affairs Director
Miranda Bateschell, Planning Manager
Bill Evans, Communications & Marketing Manage

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

AGENDA ITEM	ACTIONS
WORK SESSION	
A. Establishment of Pro Tem Municipal Court Roster	Council provided staff direction for creating a roster of pro tem judges.
B. Basalt Creek Concept Plan	Council was provided an update on the Basalt Creek Concept Plan.
C. Wilsonville Community Sharing	Staff briefed Council on Resolution No. 2694, authorizing a support grant agreement with Wilsonville Community Sharing.
URBAN RENEWAL AGENCY	
<u>Public Hearing</u>	
A. <u>URA Resolution No. 283</u> A Resolution Of The Urban Renewal Agency Of The City Of Wilsonville Adopting The Budget, Making Appropriations, And Declaring The Intent To Collect Tax Increment For Fiscal Year 2018-19.	After a public hearing was conducted, URA Resolution No. 283 was adopted 4-0.
B. <u>URA Resolution No. 284</u> A Resolution Authorizing A Supplemental Budget Adjustment For Fiscal Year 2017-18.	After a public hearing was conducted, URA Resolution No. 284 was adopted 4-0.
<u>New Business</u>	
A. <u>URA Resolution No. 285</u> A Resolution Authorizing An Intergovernmental Agreement With The City Of Wilsonville Pertaining To Short Term Subordinate Urban Renewal Debt For The Year 2000 Plan District For The Purpose Of Funding The Construction Of Capital Improvement Projects By The Agency.	URA Resolution No. 285 was adopted 4-0.

<p>D. <u>Ordinance No. 821</u> - 1st Reading An Ordinance Of The City Of Wilsonville Annexing Approximately 20 Acres On The North Side Of Boeckman Road Just East Of Boeckman Creek Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 2400, 2600, And 2700, And Portions Of Tax Lot 2300 And Boeckman Road Right-Of-Way, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. James H. Wolfston, Jr., West Linn-Wilsonville School District, And City Of Wilsonville, Petitioners.</p> <p>E. <u>Ordinance No. 822</u> - 1st Reading 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 20 Acres On The North Side Of Boeckman Road Just East Of Boeckman Creek Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lots 2400, 2600, And 2700, And Portions Of Tax Lot 2300 And Boeckman Road Right-Of-Way, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Jim Wolfston, Owner / Applicant.</p>	<p>Ordinance No. 821 was adopted on first reading by a vote of 4-0, with the record to remain open until the second reading.</p> <p>Ordinance No. 822 was adopted on first reading by a vote of 4-0, with the record to remain open until the second reading.</p>
<p><u>New Business</u></p> <p>A. <u>Resolution No. 2694</u> A Resolution Of The City Of Wilsonville Authorizing Support Grant Agreement With Wilsonville Community Sharing.</p> <p>B. <u>Resolution No. 2695</u> A Resolution Authorizing An Intergovernmental Agreement With The Urban Renewal Agency Of The City Of Wilsonville Pertaining To Short Term Subordinate Urban Renewal Debt For The Year 2000 Plan District.</p>	<p>Resolution No. 2694 was adopted 4-0.</p> <p>Resolution No. 2695 was adopted 4-0.</p>
<p><u>Continuing Business</u></p> <p>A. <u>Ordinance No. 819</u> - 2nd Reading 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.</p>	<p>Ordinance No.819 was adopted on second reading by a vote of 4-0.</p>

<p>B. <u>Ordinance No. 820</u> - 2nd Reading 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.</p>	<p>Ordinance No.820 was adopted on second reading by a vote of 4-0.</p>
<p><u>City Manager's Business</u> A. Website</p>	<p>Informed that the City's redesigned website is live.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>ADJOURN</p>	<p>9:52 p.m.</p>



PLANNING COMMISSION
WEDNESDAY, JULY 11, 2018

IV. INFORMATIONAL

B. 2018 Planning Commission Work Program

2018 WORK PROGRAM Planning Commission

updated: 6/21/2018

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* <i>(LATE START AT 6:30 PM)</i>	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		Boones Ferry Park Master Plan	Basalt Creek Concept Plan ADU Code Edits
Aug. 8, 2018		Town Center Plan SMART Programs Enhancement Strategy (TENTATIVE)	Parks and Recreation Master Plan <i>(Cont. from May PC)</i> 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 |
|--|--|--|