



PLANNING COMMISSION

WEDNESDAY, DECEMBER 12, 2018

II. WORK SESSION

- A. A. Basalt Creek Comprehensive Plan & TSP Amendments
(Bateschell) (60 minutes)



PLANNING COMMISSION MEETING WORK SESSION

Meeting Date: December 12, 2018	Subject: Basalt Creek Comprehensive Plan & TSP Amendments Staff Members: Miranda Bateschell and Kimberly Rybold, AICP Department: Community Development Department	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:	
Staff Recommendation: Staff recommends the Planning Commission conduct a work session on the draft Comprehensive Plan Amendments and draft Transportation System Plan (TSP) Amendments related to the Basalt Creek Concept Plan.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Basalt Creek Concept Plan	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

In 2004, Metro added the Basalt Creek Planning Area to the region's Urban Growth Boundary (UGB) in order to accommodate growth in industrial employment. The area consists of approximately 847 acres, located west of I-5 between the cities of Tualatin and Wilsonville,

known as the Basalt Creek and West Railroad Areas and generally referred to as the “Basalt Creek Planning Area (BCPA).” In 2011, the two cities, Metro, and Washington County entered into an Inter-Governmental Agreement (IGA) that outlines the coordinated planning responsibilities regarding the BCPA. The project team worked with property owners, citizens, service providers, regional partners, and both Cities’ Planning Commissions and City Councils, to complete transportation, infrastructure and land use planning. The Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan in August 2018, which presents a unified framework for future development in the BCPA. The proposed Comprehensive Plan and Transportation Systems Plan (TSP) amendments will reflect the City’s adoption of the Basalt Creek Concept Plan. Per the 2018 Inter-Governmental Agreement with Metro outlining the land use decision-making process between Wilsonville and Tualatin, the Comprehensive Plan amendments associated with the Basalt Creek Concept Plan must be adopted by May 3, 2019.

EXECUTIVE SUMMARY:

Following adoption of the Basalt Creek Concept Plan, City staff began coordination with Washington County to update the Urban Planning Area Agreement (UPAA) to include the Basalt Creek Planning Area. This update will reflect the future boundary between Wilsonville and Tualatin as determined through the Concept Plan, and will give Wilsonville planning authority over the portion of the BCPA south of the Basalt Creek Parkway and SW Greenhill Lane. Adoption of a revised Urban Planning Area Agreement by Washington County and the City is expected in April 2019.

The proposed Comprehensive Plan and TSP amendments will reflect Wilsonville’s planning authority in Basalt Creek, and will set the stage for future master planning and implementation efforts in this area. The addition of projects from the Basalt Creek Transportation Refinement Plan to the City’s TSP will also ensure consistency between the City and County’s TSPs.

The proposed Comprehensive Plan Amendments (Attachment A) include:

- Amendments to the Comprehensive Plan Map to apply the Industrial land use designation to Basalt Creek and the Coffee Creek Industrial Area, consistent with anticipated UPAA revisions.
- Amendments to the Area of Special Concern Map to include Wilsonville’s portion of the Basalt Creek Planning Area, including the West Railroad Area (see Attachment A, p. 6).
- Amendments to the language of the Area of Special Concern section to provide guidance on future development and implementation planning efforts for Wilsonville’s portion of the Basalt Creek Planning Area and West Railroad Area.
- Amendments to the language of the Industrial Development Policies section to include important principles from the Concept Plan for development of the BCPA.

The proposed TSP Amendments (Attachment B) include the:

- Current alignment of 124th Avenue extension and the Basalt Creek Parkway extension from 124th Avenue to Boones Ferry Road.
- Grahams Ferry Road widening to three lanes from Day Road to Basalt Creek Pkwy.
- Boones Ferry widening to 5-lanes from Day Road to Basalt Creek Parkway.
- Day Road overcrossing (Boones Ferry Road to Elligsen Road) to the additional planned project list (unfunded).

- Boones Ferry Road/95th Avenue Intersection access management project.
- Second southbound right turn lane on the ramp at Boones Ferry Road/I-5 Southbound.
- Basalt Creek Canyon and I-5 Easement trail projects on the bicycle/pedestrian map.
- Garden Acres Road (from Grahams Ferry Road to Ridder Road) designation as a Minor Arterial.
- Selected Brown Road Extension Alignment to 5th Street.
- Updated figures to show new City of Wilsonville jurisdiction.

EXPECTED RESULTS:

Adoption of the Basalt Creek Comprehensive Plan and TSP Amendments 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 Comprehensive Plan and TSP Amendments on February 13, 2019. A Council hearing date has tentatively been set for April 2019 to adopt the Comprehensive Plan and TSP Amendments. Adoption of a revised Urban Planning Area Agreement by Washington County and the City is expected before adoption of the Comprehensive Plan and TSP Amendments.

CURRENT YEAR BUDGET IMPACTS:

The fiscal year budget allocated \$50,000 for CIP #3000 for staff time to adopt the Comprehensive Plan Amendments. A portion of the professional services funds from the Planning Division budget will cover consultant time to prepare the TSP Amendments.

FINANCIAL REVIEW / COMMENTS:

n/a

LEGAL REVIEW / COMMENT:

n/a

COMMUNITY INVOLVEMENT PROCESS:

The concept planning process included participation from affected residents, businesses, and property owners. The City’s website is updated to reflect the most recent work and staff will send notice of the amendments to the interested parties list and property owners via email and U.S. postal mail.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The Basalt Creek area is important for the long-term growth of Tualatin, Wilsonville, and the Metro region. The Basalt Creek area presents an opportunity to integrate jobs and housing, develop efficient transportation and utility systems, create an attractive residential and business community, incorporate natural resource areas, and provide recreational opportunities as community amenities and assets.

ALTERNATIVES:

The Planning Commission may provide recommendations and modifications to the Comprehensive Plan and TSP Amendments.

CITY MANAGER COMMENT:

n/a

ATTACHMENTS:

- A. Draft Comprehensive Plan Amendments (dated: December 5, 2018)
- B. Draft TSP Amendments Memo (dated: December 4, 2018)

ATTACHMENT A

Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: December 5, 2018

Proposed additions to the
Comprehensive Plan text are
shown in purple.

LAND USE AND DEVELOPMENT

INDUSTRIAL DEVELOPMENT

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

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

Implementation Measure 4.1.3.a Develop an attractive and economically sound community.

Implementation Measure 4.1.3.b Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth and a broad tax base.

Implementation Measure 4.1.3.c Favor capital intensive, rather than labor intensive, industries within the City.

Implementation Measure 4.1.3.d Encourage industries interested in and willing to participate in development and preservation of a high-quality environment. Continue to require adherence to performance standards for all industrial operations within the City.

Implementation Measure 4.1.3.e Site industries where they can take advantage of existing transportation corridors such as the freeway, river, and railroad.

Implementation Measure 4.1.3.f Encourage a diversity of industries compatible with the Plan to provide a variety of jobs for the citizens of the City and the local area.

Implementation Measure 4.1.3.g Encourage energy-efficient, low-pollution industries.

Implementation Measure 4.1.3.h The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, supports appropriate retail development within Employment and Industrial Areas. Employment and Industrial areas are expected to include some limited retail commercial uses, primarily to serve the needs of people working or living in the immediate Employment or Industrial Areas, as well as office complexes housing technology-based industries. Where the City has already designated land for commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

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

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Wilsonville Comprehensive Plan

Proposed Amendments associated with Basalt Creek: December 5, 2018

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

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

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

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

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

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

ATTACHMENT A

Wilsonville Comprehensive Plan
Proposed Amendments associated with Basalt Creek: December 5, 2018

Proposed additions to the
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AREAS OF SPECIAL CONCERN

AREA M

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

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

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

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

ATTACHMENT A

Wilsonville Comprehensive Plan

Proposed Amendments associated with Basalt Creek: December 5, 2018

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

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

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

Design Objectives

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

ATTACHMENT A

Wilsonville Comprehensive Plan

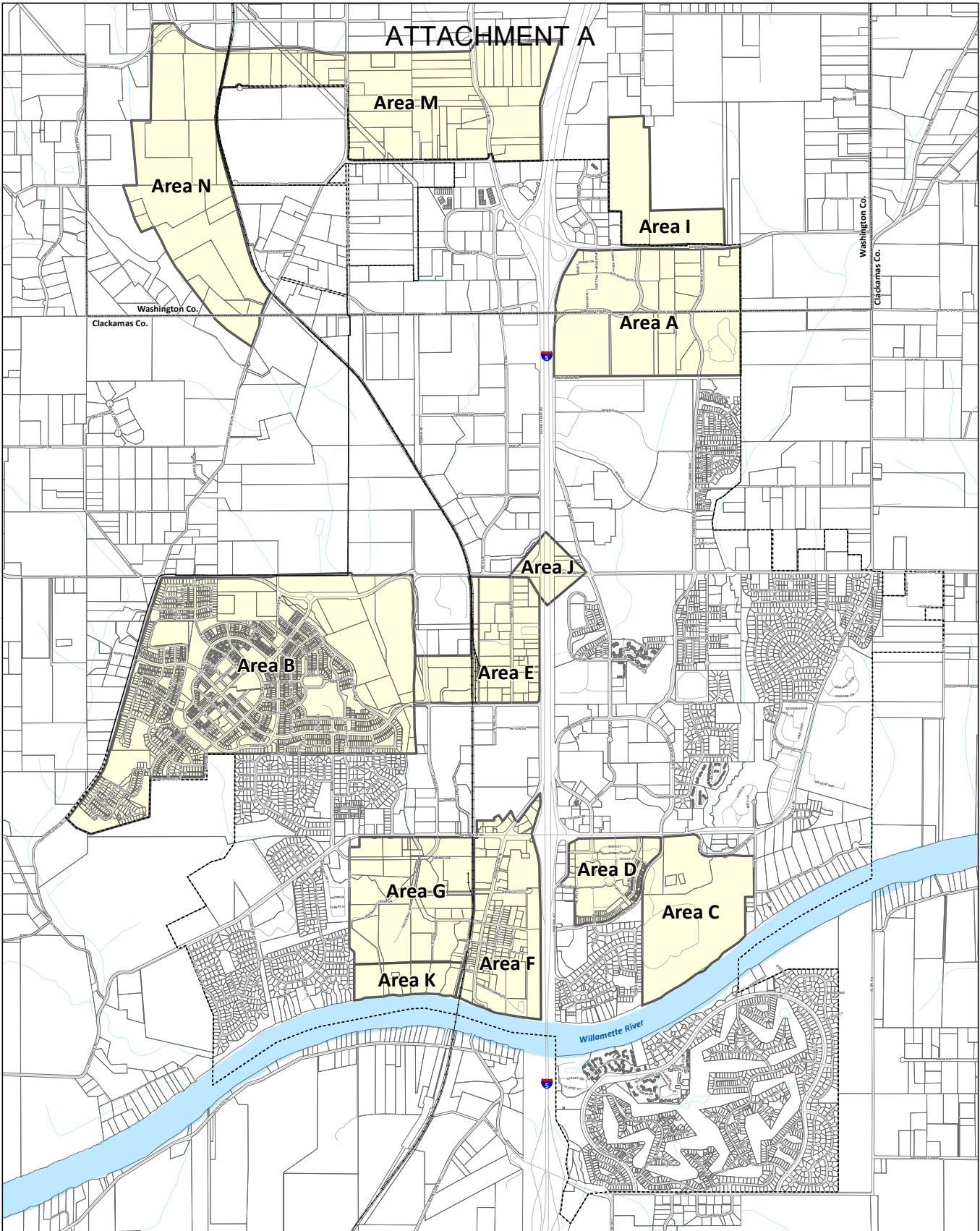
Proposed Amendments associated with Basalt Creek: December 5, 2018

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

AREA N

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

ATTACHMENT A



Comprehensive Plan Areas of Special Concern



Map Legend

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



0 Mile

December 2018 0.5 Planning Commission Meeting - December 12, 2018
 Basalt Creek Comprehensive Plan & TSP Amendments

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

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



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MEMORANDUM

DATE: December 4, 2018

TO: Miranda Bateschell, City of Wilsonville Planning Manager
Zach Weigel, City of Wilsonville Capital Projects Engineering Manager

FROM: Scott Mansur, P.E., PTOE
Jenna Hills, E.I.

SUBJECT: **Wilsonville Transportation System Plan (TSP) Amendment Summary** P18197-001

The Basalt Creek Concept Plan was formally adopted by the City of Wilsonville on August 6, 2018. This memorandum discusses necessary amendments to the City of Wilsonville's Transportation System Plan (TSP) based on transportation requirements and projects identified in the plan. This memorandum also documents other amendments to the TSP based on general updates and a recent City Council Resolution. The TSP changes include:

Basalt Creek Concept Plan

- Show the current alignment of 124th Avenue extension and add the Basalt Creek Parkway extension project from 124th Avenue to Boones Ferry Road on the higher priority project list.
- Add the Basalt Creek Parkway overcrossing of I-5 to the additional planned project list.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) to the additional planned project list (unfunded).
- Add Boones Ferry Road widening to 5-lanes from Day Road to Basalt Creek Parkway on the higher priority project list.
- Update Grahams Ferry Road widening to three lanes from Day Road to Basalt Creek Pkwy and move to the higher priority project list.
- Update project UU-P4 text under "Why Not Higher Priority" to recognize the function of Grahams Ferry Road between Day and Clutter to serve Coffee Creek Industrial area.
- Add the Boones Ferry Road/95th Avenue Intersection access management project on the higher priority project list.
- Add Basalt Creek Canyon and the I-5 Easement trail projects to the bicycle/pedestrian map.

General Updates

- Update Figure 3-1 to show Garden Acres Road, Clutter Road, and Advance Road to 60th Avenue as City of Wilsonville jurisdiction.



- Update Figure 3-2 to show Garden Acres Road (from Grahams Ferry Road to Ridder Road) as a Minor Arterial and Ridder Road (from Garden Acres Road to Kinsman Road) as a Minor Arterial.
- Add a second southbound right turn lane on the ramp at Boones Ferry Road/I-5 Southbound on the higher priority project list.
- Update the Brown Road Extension Alignment to 5th Street that was selected and approved by Wilsonville City Council Resolution No. 2610.

The following sections provide more detail for the specific proposed modifications to the TSP.

PROPOSED AMENDMENTS FOR TSP COMPLIANCE

The discussion of recommended revisions is generally organized by reference to the applicable chapter(s) of the TSP. In all chapters, revisions to existing TSP language are presented with deletions shown in ~~strikethrough~~ and additions shown as underlined. The revised TSP figures will be presented at the meeting and attached for the next draft. The revisions identified in this memorandum will also be addressed in a final amended TSP document once the revisions are approved by the Planning Commission and City Council.

Executive Summary

The following changes are recommended to the Executive Summary of the City of Wilsonville's TSP.

Higher Priority Projects Figure (Page iv)

See the recommended changes to this figure in Chapter 5 (pages 3-4 of this memorandum).

Higher Priority Projects Table (Page v)

Add or update the following projects to this table:

- RE-04B Brown Road Extension (with ~~Bailey Street~~ or 5th Street Connection)
- RE-14 Basalt Creek Parkway Connection
- RW-04 Boones Ferry Road Widening
- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road
- SI-08 Boones Ferry Road/95th Avenue Access Management

Chapter 3: The Standards

The following changes are recommended to Chapter 3 of the City of Wilsonville's TSP.

Figure 3-1: Roadway Jurisdictions (Page 3-3)

Summary of changes:

- Change the jurisdiction of Clutter Road from Washington County to City.
- Change the jurisdiction of Garden Acres Road (Day Road to Ridder Road) from Washington County to City.



- Change the jurisdiction of Advance Road (to 60th Avenue) from Clackamas County to City.

Figure 3-2: Functional Class Designations (Page 3-5)

Summary of changes:

- Update the functional classification of Clutter Road to Collector.
- Modify the functional classification of Garden Acres Road (Day Road to Ridder Road) from Collector to Minor Arterial.
- Modify the functional classification of Ridder Road (Garden Acres Road to Kinsman Road) from Collector to Minor Arterial.
- Add the Day Road overcrossing (Boones Ferry Road to Elligsen Road) and show it as a Future Minor Arterial.

Figure 3-4: Freight Routes (Page 3-9)

Summary of changes:

- Show Basalt Creek Parkway and Boones Ferry Road (between Day Road and Basalt Creek Parkway) as a Future Truck Route.

Figure 3-5: Bicycle Routes (Page 3-11)

Summary of changes:

- Add the Basalt Creek Canyon Ridge trail project
- Add the I-5 Easement trail project
- Remove the bike lane and Tonquin Trail alignment for the Bailey Street Connection for the Brown Road Extension

Access Management (Page 3-20)

Add the following text to Page 3-20 after the third paragraph:

- The Basalt Creek Parkway is considered an Access Management Interest Area because the parkway will be a high-capacity major freight arterial, limited to at-grade accesses at 124th Avenue, Grahams Ferry Road, and Boones Ferry Road. The parkway creates a new connection between I-5 and 99W.

Figure 3-13: Access Management Interest Areas (Page 3-21)

Summary of changes:

- Add Basalt Creek Parkway as Access Management Interest Area (from Grahams Ferry Road to Boones Ferry Road).

Chapter 4: The Needs

The following changes are recommended to Chapter 4 of the City of Wilsonville's TSP.

Figure 4-2: Future 2035 Capacity Deficiencies (Page 4-7)

Summary of changes:



- Remove the textbox that states “Basalt Creek Study will refine projects”

Chapter 5: The Projects

The following changes are recommended to Chapter 5 of the City of Wilsonville’s TSP.

Figure 5-2: Higher Priority Projects (Page 5-5)

Summary of changes:

- Remove the alignment for the Bailey Street Connection for project RE-04 Brown Road Extension
- Remove the Brown Road Extension Area of Special Concern textbox and callout
- Add a new project RE-14 Basalt Creek Parkway Connection (from Grahams Ferry Road to Boones Ferry Road as a Major Arterial Roadway Extension
- Add project RW-04 on Boones Ferry Road from Day Road to Basalt Creek Parkway (Major Arterial)
- Add project RW-05 Grahams Ferry Road Widening from Day Road to Basalt Creek Parkway (Collector)
- Add project SI-07 at the I-5 Southbound Exit Ramp at Boones Ferry Road intersection
- Add project SI-08 for access management for the Boones Ferry Road/95th Avenue intersection
- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.

Table 5-2: Higher Priority Projects (Northwest Quadrant) (Page 5-6)

Add the following projects and their descriptions:

- RE-14 Basalt Creek Parkway Connection

Construct Basalt Creek Parkway as a limited access five-lane Major Arterial between Grahams Ferry Road and Boones Ferry Road. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11470.

- RW-04 Boones Ferry Road Widening

Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.

- RW-05 Grahams Ferry Road Widening

Widen Grahams Ferry Road from Day Road to Basalt Creek Parkway to three lanes with bike lanes, sidewalks, and transit improvements.

- SI-07 Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road.

Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489



- SI-08 Boones Ferry Road/95th Avenue Access Management.

Improve operations at the Boones Ferry Road/95th Avenue intersection by removing the east private access approach. Pioneer Court access onto Boones Ferry Road will be right-in / right-out. Additional access will occur via a north-south local street connection between Pioneer Drive, passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access with Boones Ferry Road.

- LT-02 Basalt Creek Canyon Ridge Trail.

Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west roads that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.

- LT-03 I-5 Easement Trail.

Build a trail parallel to I-5 in the ODOT easement that would provide an additional north/south connection connecting to existing bike and pedestrian facilities.

Figure 5-3: Higher Priority Projects (Northwest Quadrant) (Page 5-7)

Summary of changes:

- Remove the textbox regarding the Basalt Creek Refinement Plan
- Add Basalt Creek Parkway Connection project RE-14 as described in Table 5-2.
- Add Boones Ferry Road project RW-04 from Day Road to Basalt Creek Parkway (Major Arterial)
- Add Grahams Ferry Road Widening project RW-05 from Day Road to Basalt Creek Parkway (Collector)
- Add I-5 Southbound Exit Ramp/Boones Ferry Road project SI-07.
- Add Boones Ferry Road/95th Avenue intersection project SI-08.
- Add Basalt Creek Canyon Ridge Trail project LT-02 to Basalt Creek Planning Area as described in Table 5-2.
- Add I-5 Easement Trail project LT-03 to Basalt Creek Planning Area as described in Table 5-2.
- Add 124th Avenue extension to Grahams Ferry Road as a Collector Roadway

Table 5-4: Higher Priority Projects (Southwest Quadrant) (Page 5-10)

Update the following projects and their descriptions:

- RE-04B Brown Road Extension



Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connecting at ~~either Bailey Street or 5th Street~~); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trial terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection

Figure 5-5: Higher Priority Projects (Southwest Quadrant) (Page 5-11)

Summary of changes:

- Remove the textbox that states “Area of Special Concern:”
- Remove the alignment for the Bailey Street Connection for project RE-04B Brown Road Extension.

Brown Road Extension Alternatives (Page 5-15)

- Remove entire page and renumber subsequent pages.

Figure 5-7: Additional Planned Projects (Page 5-17)

Summary of changes:

- Remove the “124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)” text
- Remove the “Possible Basalt Creek Connection (Conceptual)” text
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road) as described in Table 5-10.

Table 5-9: Additional Planned Projects (Northwest Quadrant) (Page 5-18)

Add, remove, or update the following projects and descriptions:

- RE-P6 Basalt Creek Overcrossing
 Extend Basalt Creek across I-5 as a four-lane overcrossing. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11436. No funding has been identified within the planning horizon for this project.
- RW-P1 Grahams Ferry Road Widening
 Widen Grahams Ferry Road from Tonquin Road to Day Road to four lanes with bike lanes, sidewalks, and transit improvements; acquire the full five-lane right-of-way width to accommodate future left-turn lanes; also provide additional left-turn lanes at Tonquin Road and Day Road intersections
 Why Not Higher Priority? Located within Washington County and is only needed under certain scenarios of the pending Basalt Creek Refinement Plan



- UU-P4 Grahams Ferry Road Urban Upgrade

Why Not Higher Priority? ~~Grahams Ferry Road is primarily a rural road and Ice Age Tonquin Trail is a preferred option for providing north-south connection through this part of Wilsonville. Grahams Ferry Road will be a key urban connection to serve Coffee Creek Industrial Area. It is assumed that the roadway segment between Day Road and Clutter Road will be constructed as the Coffee Creek industrial lands develop.~~

Figure 5-8: Additional Planned Projects (Northwest Quadrant) (Page 5-19)

Summary of changes:

- Remove the “124th Avenue Extension from Tualatin-Sherwood Road (Washington County Project)” text
- Remove the “Possible Basalt Creek Connection (Conceptual)” text
- Add project RE-P6 Basalt Creek Overcrossing as a Minor Arterial (from Boones Ferry Road over I-5) as described in Table 5-9.
- Remove project RW-P1 Grahams Ferry Road Widening (move to Higher Priority Projects)

Table 5-10: Additional Planned Projects (Northeast Quadrant) (Page 5-20)

Add the following project and description:

- RE-P5 Day Road Overcrossing

Description: Extend Day Road from Boones Ferry Road to Elligsen Road as a four-lane overcrossing of I-5. This project would be a joint Washington County, City of Wilsonville and City of Tualatin project and will work together to seek funding. RTP project #11490. No funding has been identified within the planning horizon for this project.

Figure 5-9: Additional Planned Projects (Northeast Quadrant) (Page 5-21)

Summary of changes:

- Add project RE-P5 Day Road Overcrossing as a Minor Arterial (from Boones Ferry Road to Elligsen Road).