



PLANNING COMMISSION

WEDNESDAY, FEBRUARY 13, 2019

II. LEGISLATIVE HEARINGS

- A. Basalt Creek Comprehensive Plan & TSP Amendments (Bateschell / Rybold) (45 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP19-0001**

A WILSONVILLE PLANNING COMMISSION RESOLUTION RECOMMENDING THE WILSONVILLE CITY COUNCIL ADOPT COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS AND TRANSPORTATION SYSTEM PLAN AMENDMENTS RELATED TO THE BASALT CREEK CONCEPT PLAN AND ADOPT A COMPREHENSIVE PLAN MAP AMENDMENT RELATED TO THE COFFEE CREEK MASTER PLAN.

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 Planning Director submitted a Staff Report and Findings, in accordance with the public hearing and notice procedures that are set forth in WC 4.008, 4.012, and 4.198; and

WHEREAS, in December 2002, the Metro Council added the area generally referred to as the “Coffee Creek Industrial Area” to the Metro Urban Growth Boundary (UGB) via Metro Ordinance No. 02-969B with a specific 2040 Growth Concept designation of Regionally Significant Industrial Area; and

WHEREAS, in 2004, the Metro Council added two areas located generally between the cities of Wilsonville and Tualatin to the UGB in Metro Ordinance No. 04-1040B to meet an identified industrial land need; and

WHEREAS, the above-described two 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, on October 15, 2007, the City Council adopted Ordinance No. 637, which adopted the Coffee Creek Master Plan as a sub-element of the City’s Comprehensive Plan and established a framework for developing the 216-acre Coffee Creek Industrial Area; and

WHEREAS, on December 3, 2007 the City Council approved Resolution No. 2085, executing an Urban Planning Area Agreement and entering into a Memorandum of Understanding with Washington County that, in part, conditioned that Comprehensive Plan Map amendments in Coffee Creek not occur until the time of annexation of individual properties to the City to preserve the I-5/Hwy. 99W connector alternatives selected for the I-5/Hwy. 99W Connector Project; 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; 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 net acres of land, commonly referred to as the “Central Subarea;” and

WHEREAS, in the 2017 IGA, the City agreed to pass a Resolution adopting the 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 one year to adopt comprehensive plan amendments; and

WHEREAS, on August 6, 2018, the City of Wilsonville approved Resolution No. 2697 acknowledging the Basalt Creek Concept Plan; and

WHEREAS, in April 2019, the City and Washington County will amend and execute the Urban Planning Area Agreement, removing the condition requiring annexation of property in Coffee Creek prior to application of a City Comprehensive Plan Map designation and thus allowing the City to include the Coffee Creek Industrial Area in its Comprehensive Plan Map; and

WHEREAS, the Planning Commission, after public hearing notices were provided to 170 property owners, a list of interested agencies, emailed to approximately 340 people, and posted

in three locations throughout the City and on the City’s website, held a public hearing on February 13, 2019 to review the proposed Comprehensive Plan Text and Map Amendments and Transportation System Plan Amendments, and to gather additional testimony and evidence regarding the proposed Amendments; 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 Attachments, as presented at the February 13, 2019 public hearing, including the findings and recommendations contained therein. The Planning Commission acknowledges the previously adopted Coffee Creek Master Plan, including the findings and recommendations contained therein, and does hereby recommend that the Wilsonville City Council adopt the proposed amendments to the Wilsonville Comprehensive Plan and Transportation System Plan related to the adoption of the Basalt Creek Concept Plan and the Coffee Creek Comprehensive Plan Map amendment; 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 13th day of February, 2019, and filed with the Planning Administrative Assistant on February 14, 2019.

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: February 13, 2019	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 checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: 2/13/2019 <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 LP19-0001 recommending approval of the Basalt Creek Comprehensive Plan and TSP Amendments.	
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:

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 Concept Plan and 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 Washington County and City of Wilsonville Urban Planning Area Agreement (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.
- 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.

City staff held a work session with the Planning Commission on December 12, 2018 to seek feedback on the proposed amendments. At the work session, a question was raised about the inclusion of warehousing in the High Tech Employment District. The Basalt Creek Concept Plan notes that this district is planned for a mix of employment uses, including warehousing. The Concept Plan included warehousing as a component of these uses, reflecting existing examples of existing high-tech industrial development. To address concern that this may not be the most prominent employment use in this district, planned uses in the updated text are reorganized to emphasize high-tech employment and manufacturing over warehousing, recognizing that warehousing may be a component of these uses.

Staff continues to coordinate with Washington County to update the 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 this spring.

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 City Council public hearing date has been set for April 1, 2019. Adoption of a revised Urban Planning Area Agreement with Washington County by the City Council is expected on March 4, 2019. Washington County will adopt the revised Urban Planning Area Agreement in April.

CURRENT YEAR BUDGET IMPACTS:

The fiscal year budget allocated \$45,000 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 sent 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: February 6, 2019)
- B. Draft TSP Amendments and Memo (dated: February 5, 2019)
- C. Comprehensive Plan and TSP Amendments Findings Report
- D. Basalt Creek Comprehensive Plan and TSP Amendments Planning Commission Record Index
- E. Staff Response to Public Comment

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

ATTACHMENT A

Wilsonville Comprehensive Plan

Proposed Amendments associated with Basalt Creek: February 6, 2019

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: February 6, 2019

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 manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering

ATTACHMENT A

Wilsonville Comprehensive Plan

Proposed Amendments associated with Basalt Creek: February 6, 2019

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

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

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

Design Objectives

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

ATTACHMENT A

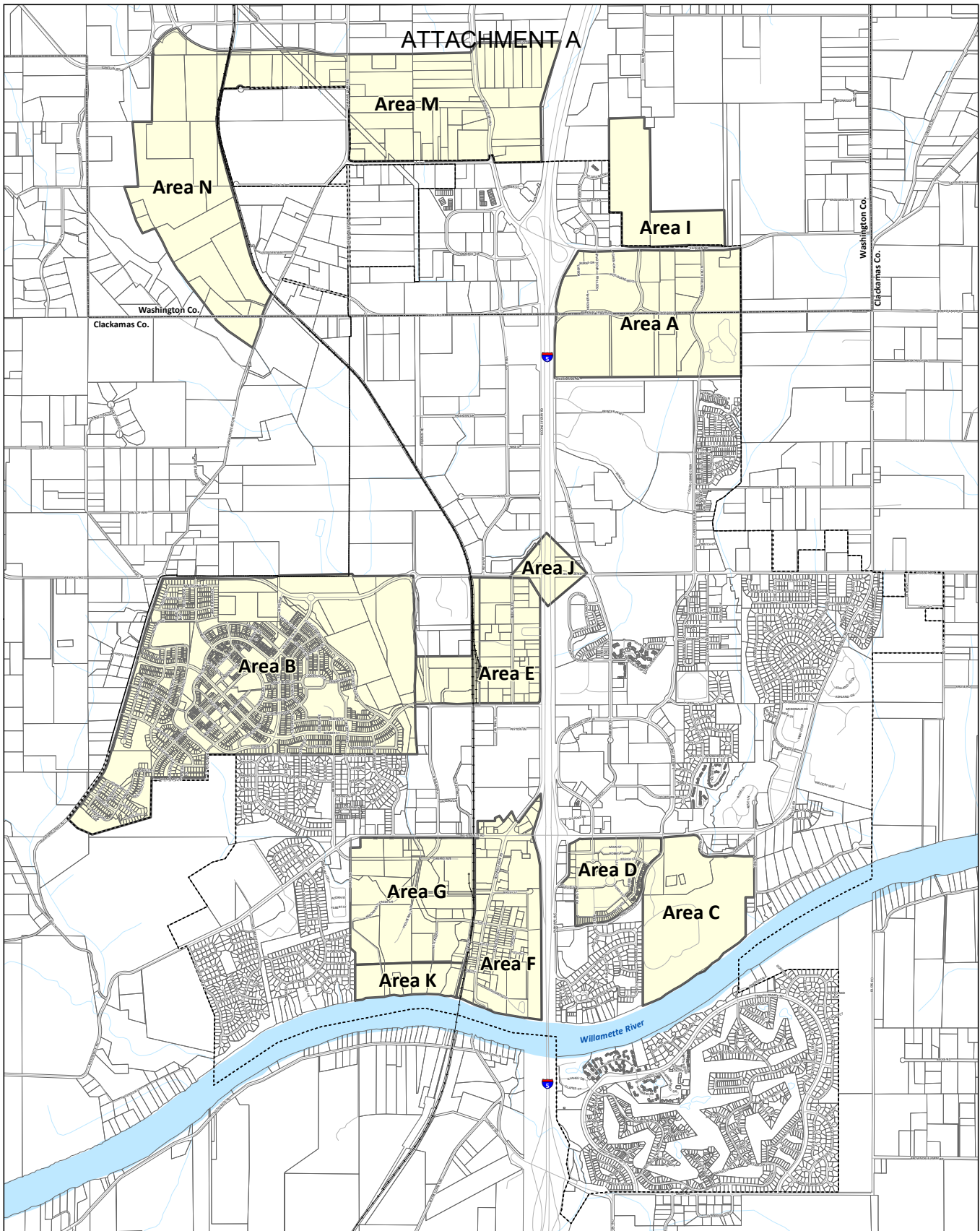
Wilsonville Comprehensive Plan

Proposed Amendments associated with Basalt Creek: February 6, 2019

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

AREA N

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



Comprehensive Plan Areas of Special Concern



Map Legend

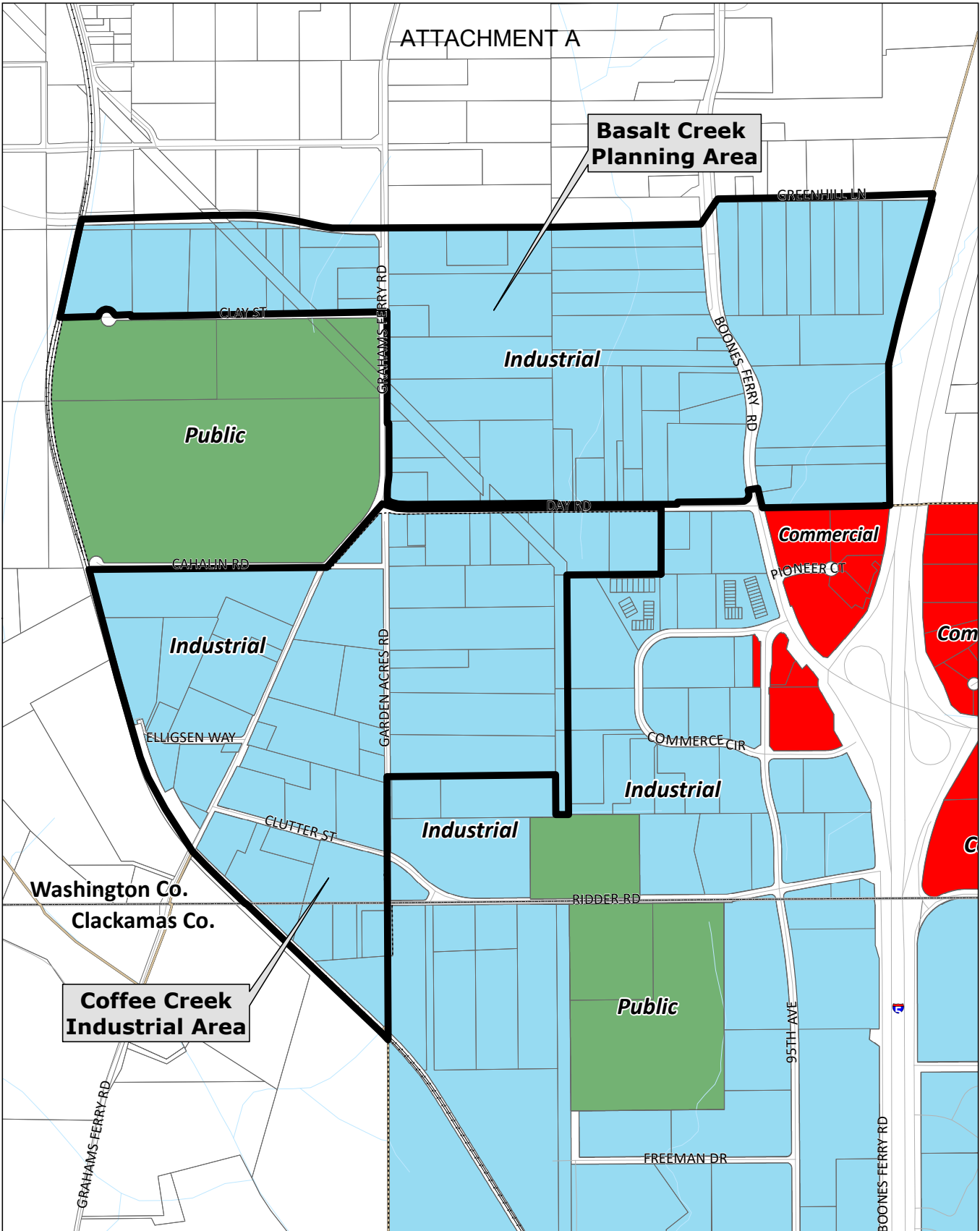
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots
- Area of Special Concern



Planning Commission Meeting, Feb 13, 2019
 Basalt Creek Comprehensive Plan
 Page 6 of 7

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information provided. The 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.

Basalt Creek Planning Area



Washington Co.
Clackamas Co.

Coffee Creek Industrial Area

Comprehensive Plan Map Amendments

Basalt Creek Planning Area and Coffee Creek Industrial Area



February 2019

Land Use Designations

- Commercial
- Industrial
- Public
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots



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MEMORANDUM

DATE: February 5, 2019

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

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

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. A summary of the Basalt Creek Analysis is attached to memorandum for reference. 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.
- Add the Pioneer Court roadway extension project to the Additional Planned Projects list.

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 ~~strike through~~ and additions shown as underlined. The revised TSP figures and text are attached to this memorandum. 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
- RW-05 Grahams 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
- LT-02 Basalt Creek Canyon Ridge Trail
- LT-03 I-5 Easement Trail



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.

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.
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

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.
- RE-P15 Pioneer Court Extension
Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.
- 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)
- Add project RE-P15 Pioneer Court Extension as a Collector from Pioneer Court to 1,000 feet north of Day Road, then west to Boones Ferry Road.

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

Add the following project and description:

- RE-P5 Day Road Overcrossing
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).

Please let us know if you have any questions.

Attachments:

- Basalt Creek TSP Amendment Analysis Summary
- TSP Amendments (Figures, Tables, and Text)

ATTACHMENT B

Basalt Creek TSP Amendment Analysis

February 2019

The purpose of this document is to demonstrate that the solutions identified in the 2013 Basalt Creek Transportation Refinement Plan are still appropriate in response to the 2018 Regional Transportation Plan update. The Basalt Creek Transportation Refinement Plan was adopted in 2013 and provided the framework for the development of concept and comprehensive plans for the Basalt Creek Urban Growth Expansion Area. Since that time, the plans for the area have refined the types of expected urban development that will occur in the area. In addition, regional planning efforts, such as the 2018 Regional Transportation Plan, have continued to be refined.

The Basalt Creek Transportation Refinement Plan was developed to determine the major transportation system necessary to serve development throughout the Basalt Creek Planning Area. The Basalt Creek Transportation Refinement Plan set the stage for concept planning and comprehensive plan development for the Basalt Creek Planning Area. The transportation investments identified by the Basalt Creek Transportation Refinement Plan considered not only future growth within the Basalt Creek Planning Area itself, but also future growth in adjacent areas, including:

- Southwest Tualatin Concept Planning Area
- Tonquin Employment Planning Area (in Sherwood)
- Coffee Creek Planning Area in Wilsonville

Since the development of the Basalt Creek Transportation Refinement Plan the Cities of Tualatin and Wilsonville have proceeded with concept and comprehensive planning for the Basalt Creek Planning Area. These planning efforts have built upon the Basalt Creek Transportation Refinement Plan as a framework for organizing the land use plans.

Furthermore, the 124th Avenue connection and Basalt Creek Parkway has been constructed as an interim 3-lane facility between Tualatin-Sherwood Road and Grahams Ferry Road. Washington County is currently beginning design work for the extension of the Basalt Creek Parkway between Grahams Ferry Road and Boones Ferry Road. The interim improvement is intended to serve existing transportation needs. Development along the corridor is encouraged to dedicate the right-of-way and complete the ultimate cross-section as appropriate.

The Regional Transportation Plan was updated in 2014 to reflect the Basalt Creek Transportation Refinement Plan. Regional land use growth assumptions and additional regional planning efforts have continued as the concept and comprehensive planning for the Basalt Creek area has been developed through an extensive multi-year and multi-jurisdictional public process.

With the advent of the 2018 Regional Transportation Plan and revised growth assumptions it seemed prudent to revisit the Basalt Creek Transportation Refinement Plan to ensure that the transportation system anticipated at the start of the process was indeed still adequate to serve the Basalt Creek Planning Area.

ATTACHMENT B

The following tables document the land use assumptions for the Basalt Creek Planning Area.

Land Use in the 2010 Regional Transportation Plan travel demand forecast
(Land Use in the 2012 Basalt Creek Transportation Refinement Plan Technical Report)

Zone Number	2005 Households	2035 Households	2005 Total Employment	2035 Total Employment
1013	94	706	52	896
1014	54	645	16	938
Total	148	1,351	68	1,834

Land Use in the 2018 Regional Transportation Plan travel demand forecast

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45	0	79	1,447
981	107	646	167	1,447
Total	152	646	246	2,894

Buildout of the Basalt Creek Concept Plan

Zone Number	2015 Households	2040 Households	2015 Total Employment	2040 Total Employment
980	45		79	2,227
981	107	581	167	2,227
Total	152	581	246	4,453

It should be noted that the zone numbering system changed in 2013 but the geographic boundaries of these two zones remained the same.

Also note the total 2040 employment for both zones is the same number; however the model assumed zone 981 will have slightly more service employment than zone 980.

ATTACHMENT B

The following table provides a list of transportation investments assumed in the 2040 regional travel demand forecast:

2040 Financially Constrained RTP Projects near Basalt Creek Planning Area

Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Washington County	10568	Tualatin-Sherwood Rd Improvements	Langer Farms Pkwy	Teton Ave	Widen from three to five lanes with bike lanes and sidewalks.	\$35,000,000	2018-2027	Yes	Roads and Bridges	Relieve current congestion
Sherwood	10674	Oregon-Tonquin Intersection Improvements	SW Oregon St	SW Tonquin Rd	Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction. Potential for signal in-lieu of dual-roundabout system if better for development and once SW 124th Ave project is completed. If roundabout, project will include rapid flashing beacons at new roundabout and retrofit of adjacent roundabout to meet MUTCD suggestions for pedestrian crossings at roundabouts. This is currently a Washington County facility but would likely become Sherwood's upon completion of project to TSP standards.	\$2,400,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	10588	Grahams Ferry Rd Improvements	Day Rd	County line	Widen Grahams Ferry Road to 3 lanes, add bike/pedestrian connections to regional trail system and fix (project development only) undersized railroad overcrossing.	\$13,200,000	2028-2040	Yes	Freight	Improve freight access to indust & intermodal
Washington County	10590	Tonquin Rd Improvements	Grahams Ferry Rd	124th Ave	Realign and widen to three lanes with bike lanes and sidewalks and street lighting.	\$11,400,000	2018-2027	Yes	Roads and Bridges	Build Complete Street
Wilsonville	10853	Garden Acres Road Extension	Day Road	Ridder Road	Construct three lane road extension with sidewalks and cycle track and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection.	\$14,260,000	2018-2027	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11243	Day Rd Improvements	Grahams Ferry Rd	Boones Ferry Rd	Widen street from 3 to 5 lanes with buffered bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief. Sidewalk infill and creation of Tonquin Trail multi-use path spur will reduce pedestrian and vehicle conflicts. Bike buffers will reduce bicycle and freight conflicts.	\$10,560,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion

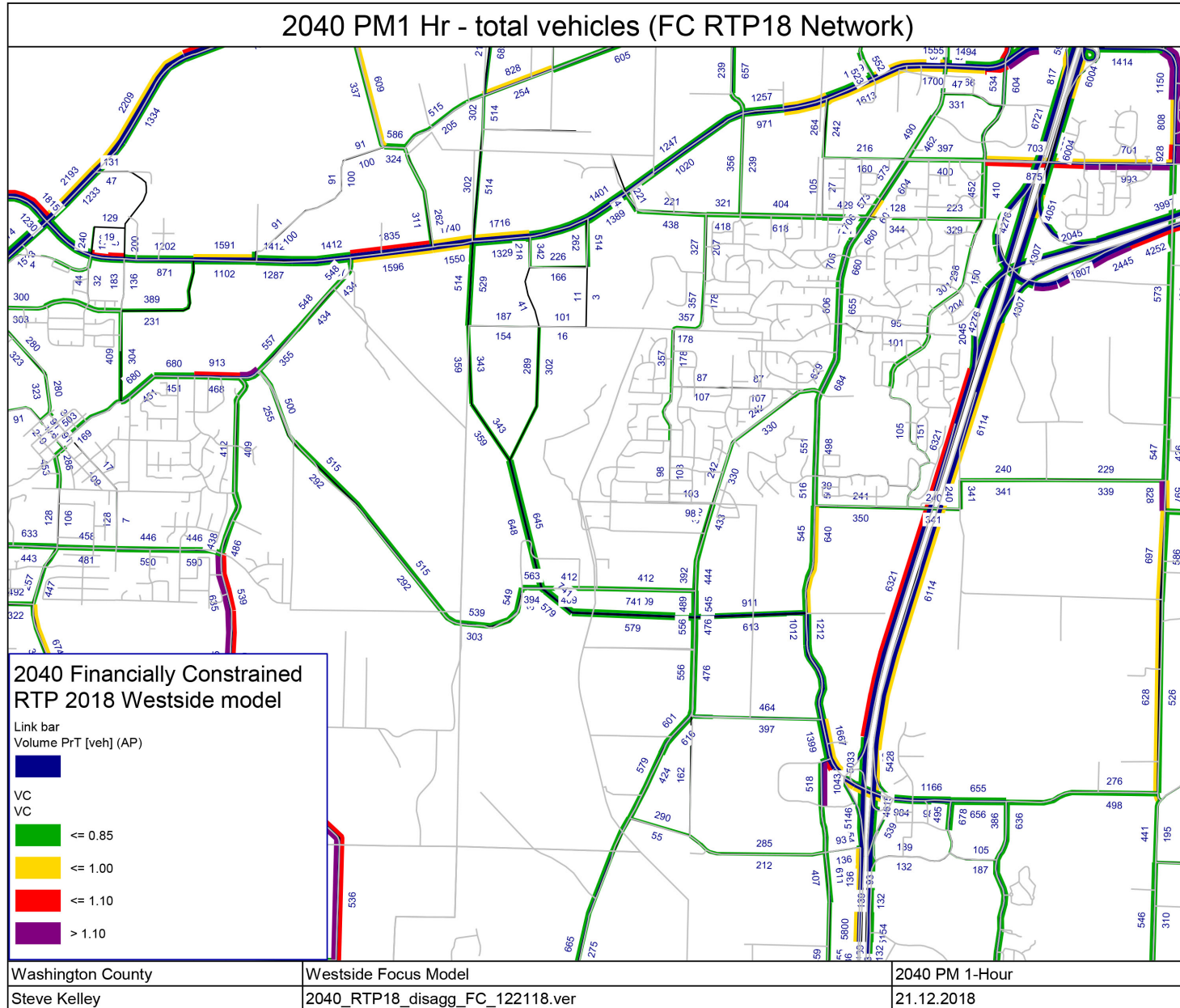
ATTACHMENT B

2040 Financially Constrained RTP Projects near Basalt Creek Planning Area (Continued)

Nominating Agency	2018 RTP ID	Project Name	Start Location	End Location	Description	Estimated Cost (2016 Dollars)	Time Period	Financially Constrained	RTP Investment Category	Primary Purpose
Tualatin	11417	Blake Street Extension	115th Ave	124th Ave	Extend Blake Street to create an east-west connection between 115th and 124th. Install signal at Blake and 124th. New road section will provide an alternative route for industrial traffic on the high injury corridor: Tualatin/Sherwood Road.	\$17,000,000	2018-2027	Yes	Roads and Bridges	Increase access to jobs
Washington County	11470	Basalt Creek Parkway	Grahams Ferry Rd	Boones Ferry Rd	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	\$31,700,000	2018-2027	Yes	Roads and Bridges	Serve new urban area
Washington County	11487	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	\$1,200,000	2028-2040	Yes	Roads and Bridges	Relieve future congestion
Wilsonville	11489	Boones Ferry / I-5 off ramp improvements	SB I-5 off ramp	Boones Ferry Rd	construct second right-turn lane	\$1,063,000	2028-2040	Yes	Roads and Bridges	Relieve current congestion
Tualatin	11962	Grahams Ferry Rd	SW Ibach Rd	Helenius Rd	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.	\$5,048,800	2028-2040	Yes	Roads and Bridges	Build Complete Street

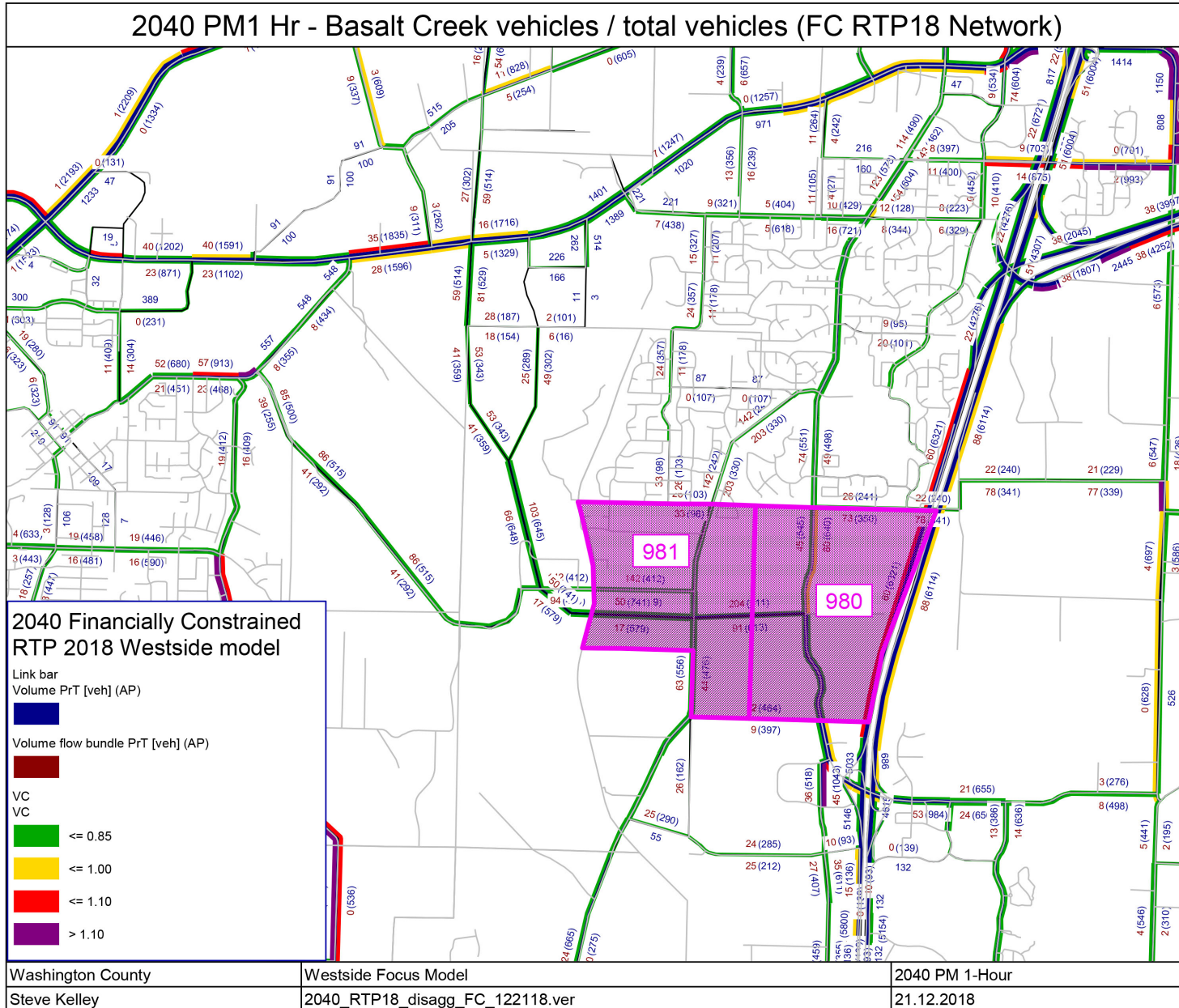
ATTACHMENT B

Financially Constrained 2018 Regional Transportation Plan Network 2040 PM 1 Hour Total Vehicle Volume Forecast Results



ATTACHMENT B

Financially Constrained 2018 Regional Transportation Plan Network 2040 PM 1 Hour Basalt Creek Vehicles (and Total Vehicles) Forecast Results



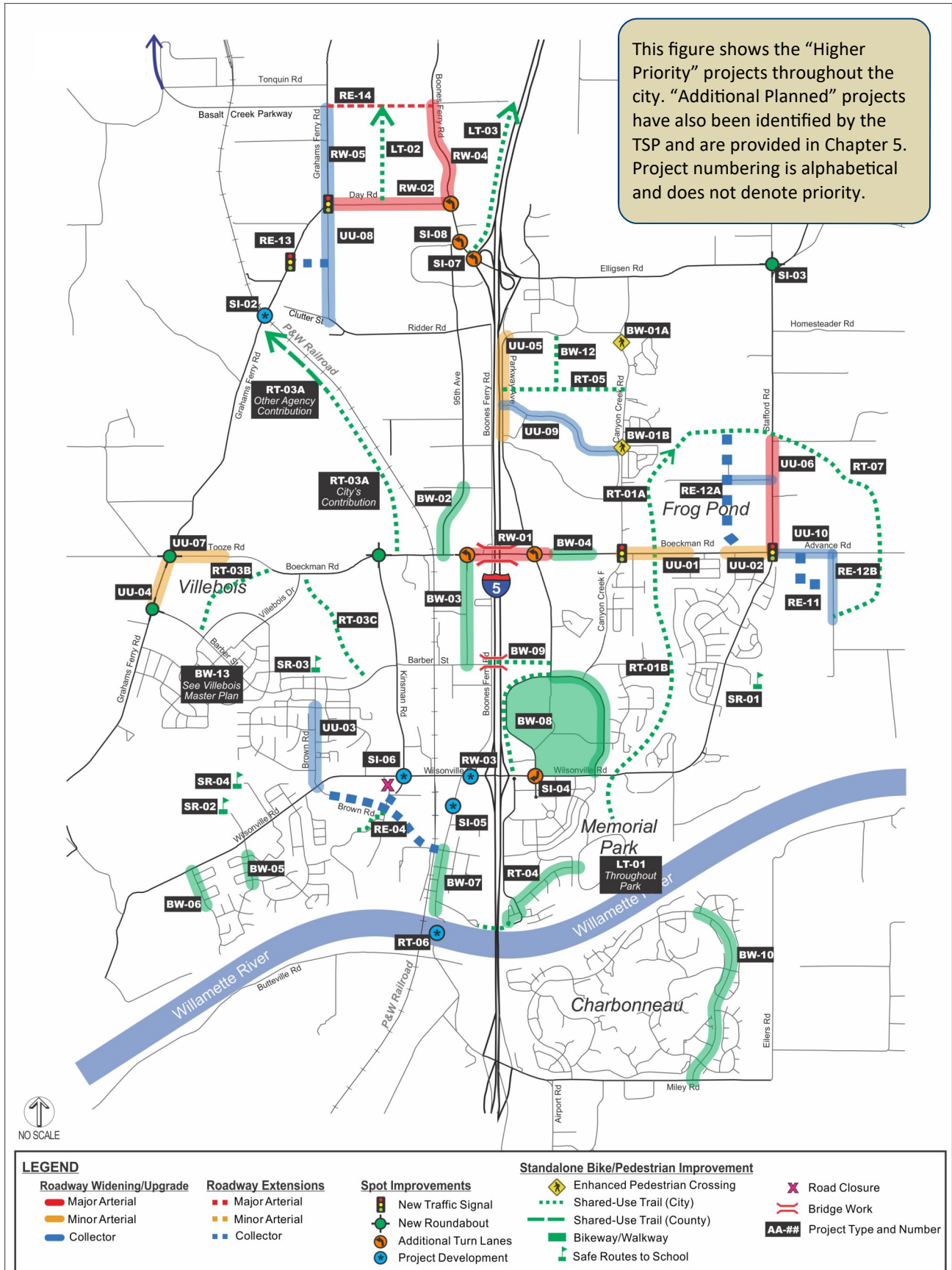
ATTACHMENT B

Summary

The 2018 Regional Transportation Plan contains a number of Financially Constrained projects identified in the Basalt Creek Planning Area. These projects were generally identified by the Basalt Creek Transportation Refinement Plan in 2012. It is anticipated that these projects will be implemented in conjunction with development in the area. The resulting planned system, including the build out scenario documented in the land use tables above, results in anticipated traffic operations consistent with regional and local level of service standards.

The level of service maps and analysis in this report are intended to provide a planning level system assessment consistent with the requirements for Transportation Planning in Oregon. A detailed operational analysis will be necessary prior to project development. The detailed operational analysis should consider needed turn lanes and assess vehicular movements at intersections to determine the appropriate design configuration. This analysis is intended to provide a generalized system assessment that would be an appropriate input into an operational evaluation necessary for project development.

HIGHER PRIORITY PROJECTS



HIGHER PRIORITY PROJECTS (LISTED ALPHABETICALLY BY IMPROVEMENT)

No.	Higher Priority Project	No.	Higher Priority Project
Roadway Extensions (Multimodal Connectivity)		Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements) . . . Continued	
RE-04A	Corridor Study for Brown Road Extension	BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements
RE-04B	Brown Road Extension (5th Street Connection)	BW-09	Town Center Loop Bike/Pedestrian Bridge
RE-13	Java Road Connection and Signal	BW-10	French Prairie Drive Pathway
RE-14	Basalt Creek Parkway Connection	BW-11	Frog Pond Trails
Roadway Widening (Capacity)		BW-12	Parkway Center Trail Connector
RW-01	Boeckman Road Bridge and Corridor Improvements	BW-13	Villebois Loop Trail
RW-02	Day Road Widening	BW-14	Wayfinding Signage
RW-04	Boones Ferry Road Widening	Safe Routes to School (Standalone Pedestrian and Bicycle Improvements)	
RW-05	Grahams Ferry Road Widening	SR-01	Boeckman Creek Primary Safe Routes to School Improvements
Urban Upgrades (Multimodal Connectivity and Safety)		SR-02	Boones Ferry Primary Safe Routes to School Improvements
UU-01	Boeckman Road Dip Improvements	SR-03	Lowrie Primary Safe Routes to School Improvements
UU-02	Boeckman Road Urban Upgrade	SR-04	Wood Middle School Safe Routes to School Improvements
UU-03	Brown Road Upgrades	Local Trails (Standalone Pedestrian and Bicycle Improvements)	
UU-04	Grahams Ferry Urban Upgrade	LT-01	Memorial Park Trail Improvements
UU-05	Parkway Avenue Urban Upgrade	LT-02	Basalt Creek Canyon Ridge Trail
UU-06	Stafford Road Urban Upgrade	LT-03	I-5 Easement Trail
UU-07	Tooze Road Urban Upgrade	Regional Trails (Standalone Pedestrian and Bicycle Improvements Safety)	
UU-08	Garden Acres Road Urban Upgrade	RT-01A	Boeckman Creek Trail (North)
Spot Improvements (Transportation System Management/Operations)		RT-01B	Boeckman Creek Trail (South)
SI-02	Grahams Ferry Railroad Undercrossing Project Development	RT-02	Frog Pond Trail
SI-03	Stafford Road/65th Avenue Intersection Improvements	RT-03A	Tonquin Trail (North)
SI-04	Wilsonville Rd/Town Center Loop West Intersection Improvements	RT-03B/C	Tonquin Trail (Villebois)
SI-07	Dual Southbound Right Turn Lanes on I-5 Off-Ramp at Boones Ferry Road	RT-04	Waterfront Trail Improvements
SI-08	Boones Ferry Road/95th Avenue Access Management	RT-05	Wiedeman Road Trail
Bikeways and Walkways (Standalone Pedestrian and Bicycle Improvements)		RT-06	Willamette River Bike/Pedestrian/Emergency Bridge Project Dev.
BW-01 A/B	Canyon Creek Road Enhanced Pedestrian Crossings	Transit Improvements	
BW-02	95th Avenue Sidewalk Infill	TI-01	Pedestrian Access to Transit
BW-03	Boberg Road Sidewalk Infill	TI-02	Transit Street Improvements
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill		
BW-05	Willamette Way East Sidewalk Infill		
BW-06	Willamette Way West Sidewalk Infill		
BW-07	Boones Ferry Road Sharrows		

FIGURE 3-1. ROADWAY JURISDICTION

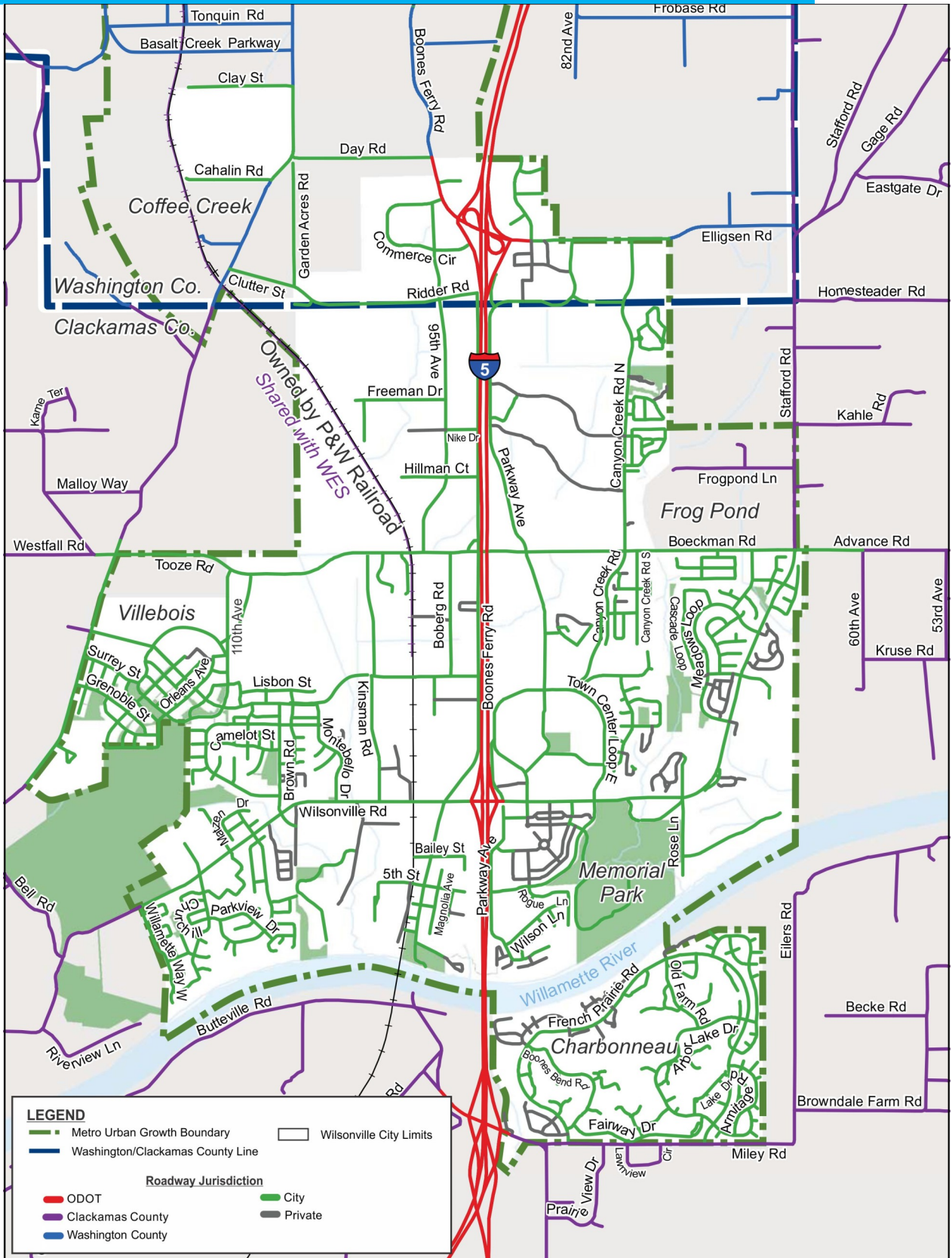


FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS

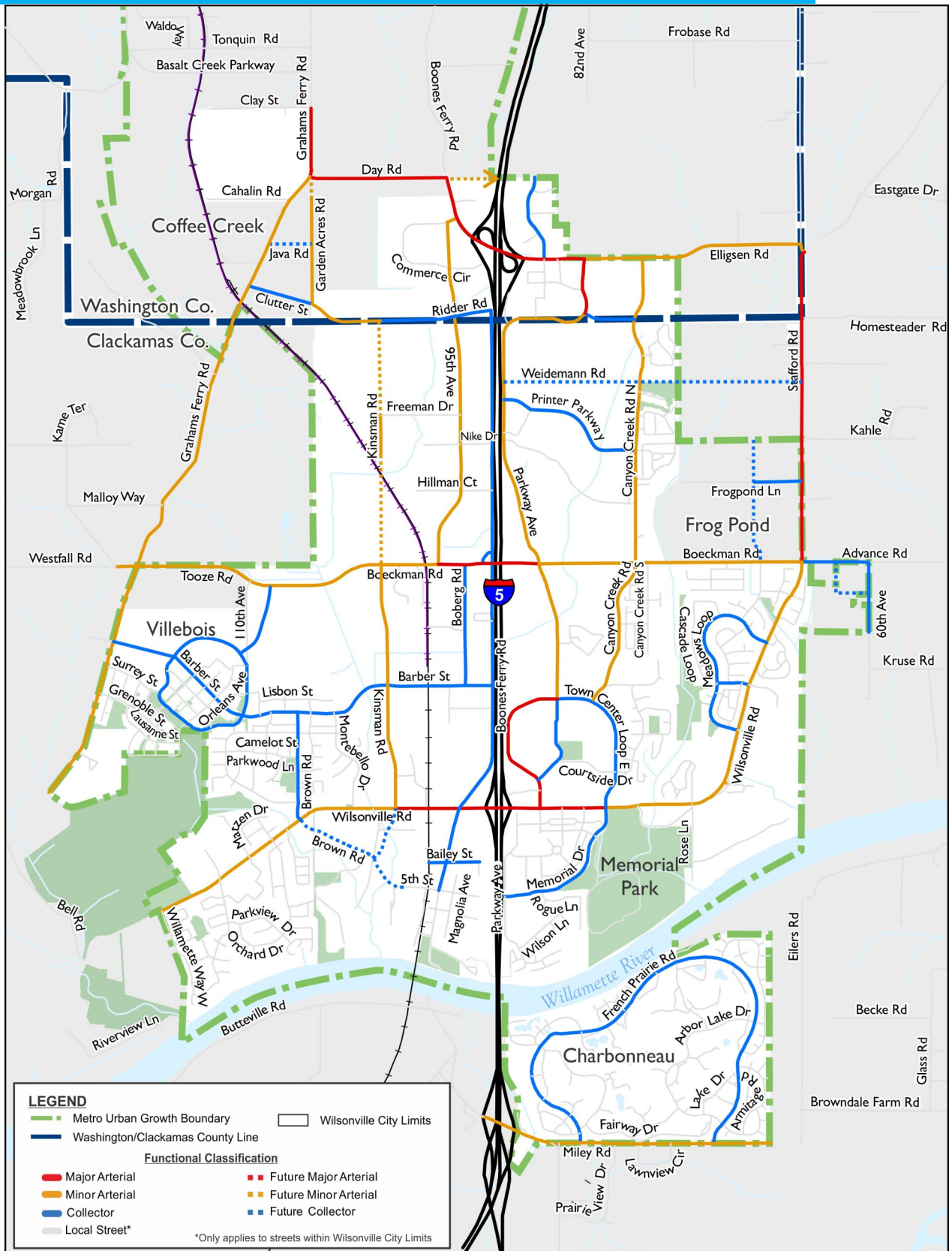


FIGURE 3-4. FREIGHT ROUTES

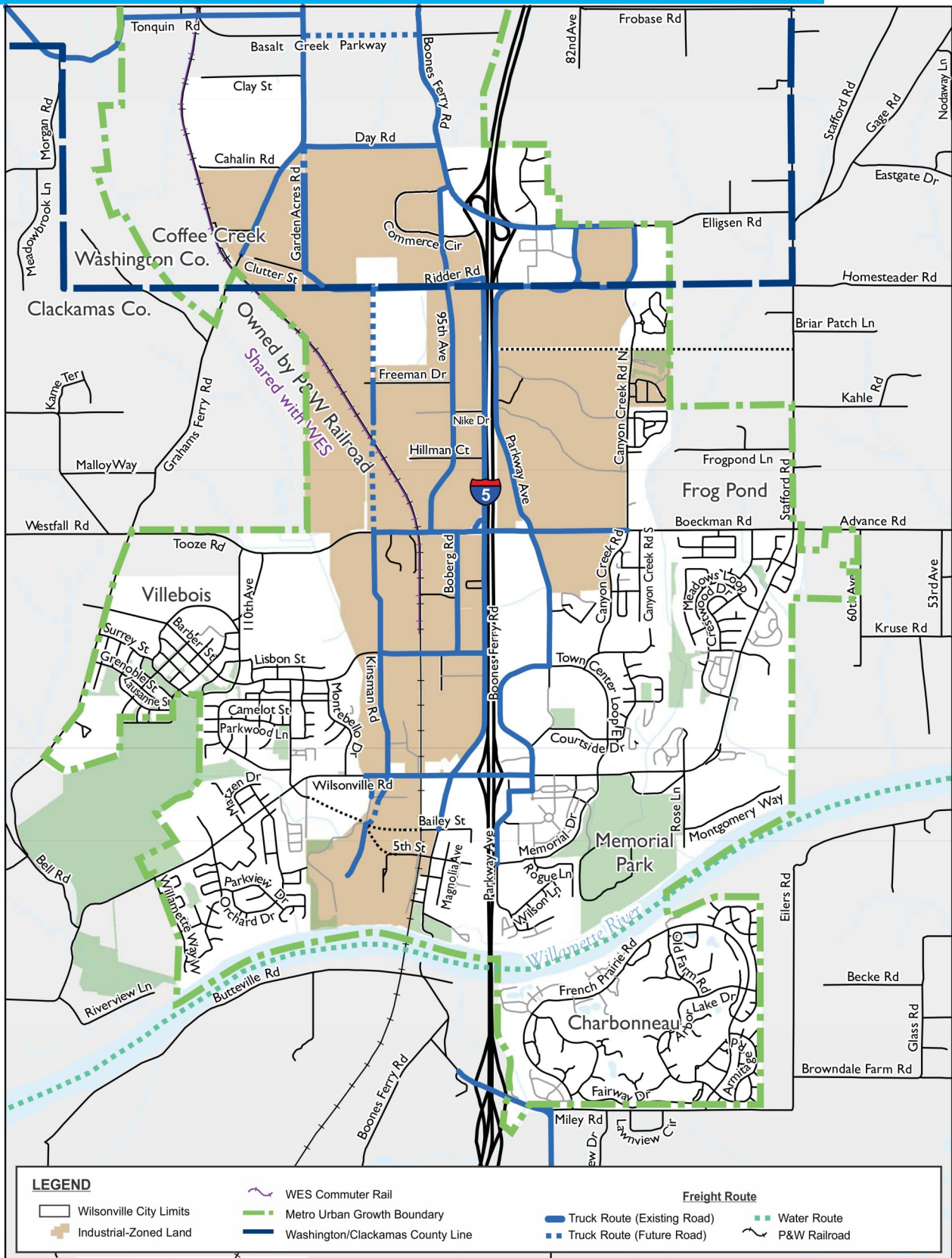
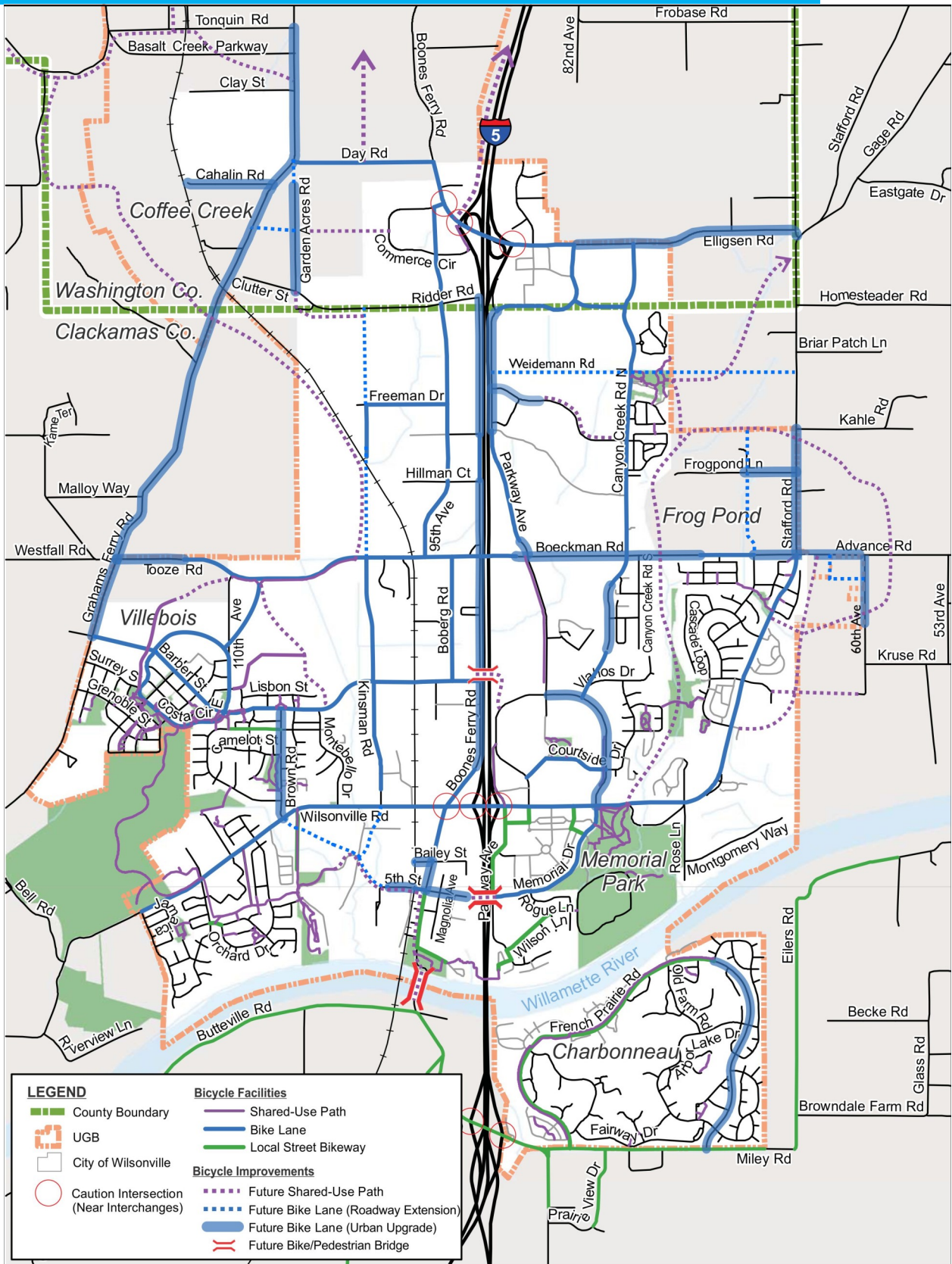


FIGURE 3-5. BICYCLE ROUTES



ACCESS MANAGEMENT

Access management refers to the broad set of techniques that are used to balance safe, efficient, and timely travel with the ability to allow access to individual properties. Access is an important component of the city’s transportation infrastructure and significantly affects system operations and safety.

Wilsonville should continue to manage roadway access to improve traffic flow and safety. By limiting access to higher classification roadways (especially Major and Minor Arterials), conflicts between vehicles entering and exiting driveways and vehicles on the roadway are reduced. Pedestrians and bicyclists also benefit from reduced conflicts with vehicles entering and exiting the roadway.

Table 3-2. Access Spacing Standards

Functional Classification	Access Spacing Standards ^a	
	Desired ^b	Minimum
Near Interchanges	ODOT Requires 1,320 ft	
Major Arterial	1,320 ft	1,000 ft
Minor Arterial	1,000 ft	600 ft
Collector	300 ft	100 ft
Local Street	Access Permitted to Each Lot	

^a Spacing is measured from centerline to centerline on Major Arterials and Minor Arterials and between adjacent curb returns on Collectors and Local Streets

^b Desired Access Spacing shall be adhered to unless otherwise approved by the City Engineer. Reasons for deviating from Desired Access Spacing include aligning with existing driveways, topography, property limitations, and other safety related issues as identified in a transportation study.

Table 3-2 lists the City’s access spacing standards. Because there are existing non-conforming accesses, these standards will primarily guide access layout of future development consistent with the strategies listed in the call-out box at right. ODOT also has access spacing standards that apply to the I-5 interchange areas and to the section of Boones Ferry Road that is under ODOT jurisdiction (i.e., between Parkway Avenue and Day Road). The I-5/Wilsonville Road

Interchange Area Management Plan (IAMP) should also be consulted when considering access needs near the Wilsonville Road interchange.

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 as shown in Figure 3-13. The parkway creates a new connection between I-5 and 99W.



Looking east to the I-5/Wilsonville Road interchange.

ACCESS MANAGEMENT STRATEGIES

The City can use various access management strategies to help improve mobility and safety:

- **Interchange Areas:** Eliminate or consolidate accesses within one-quarter mile of the I-5 interchanges as opportunities arise.
- **Adjacent to High Volume Intersections:** Pursue appropriate treatments at accesses adjacent to high volume intersections, particularly when queues block access.
- **Existing Driveways:** Evaluate accesses that do not conform to the City’s access spacing standard and consider modifications as practicable, while maintaining reasonable access to each property.
- **Ongoing Development Review:** Manage new driveway locations and spacing on a case-by-case basis. Where driveways do not meet spacing standards, consider mitigation treatments, such as consolidating accesses or

FIGURE 3-13. ACCESS MANAGEMENT INTEREST AREAS



FIGURE 4-2. FUTURE 2035 CAPACITY DEFICIENCIES

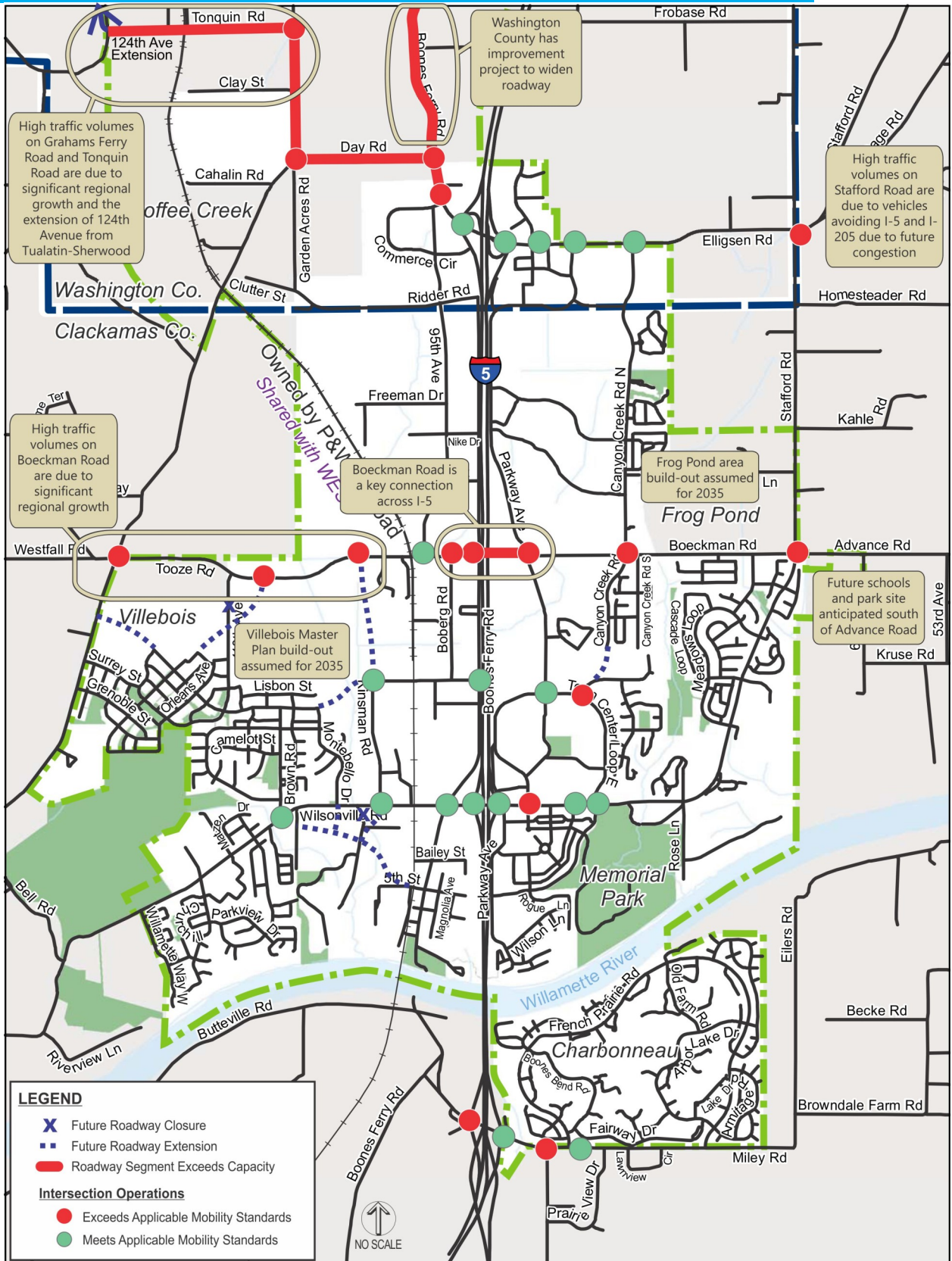


FIGURE 5-2. HIGHER PRIORITY PROJECTS

This figure provides an overall perspective of the Higher Priority projects throughout the city. Additional details are provided on the pages that follow for each of the City's four quadrants (Northwest, Northeast, Southwest, Southeast), which use I-5 and Boeckman Road as dividing lines.

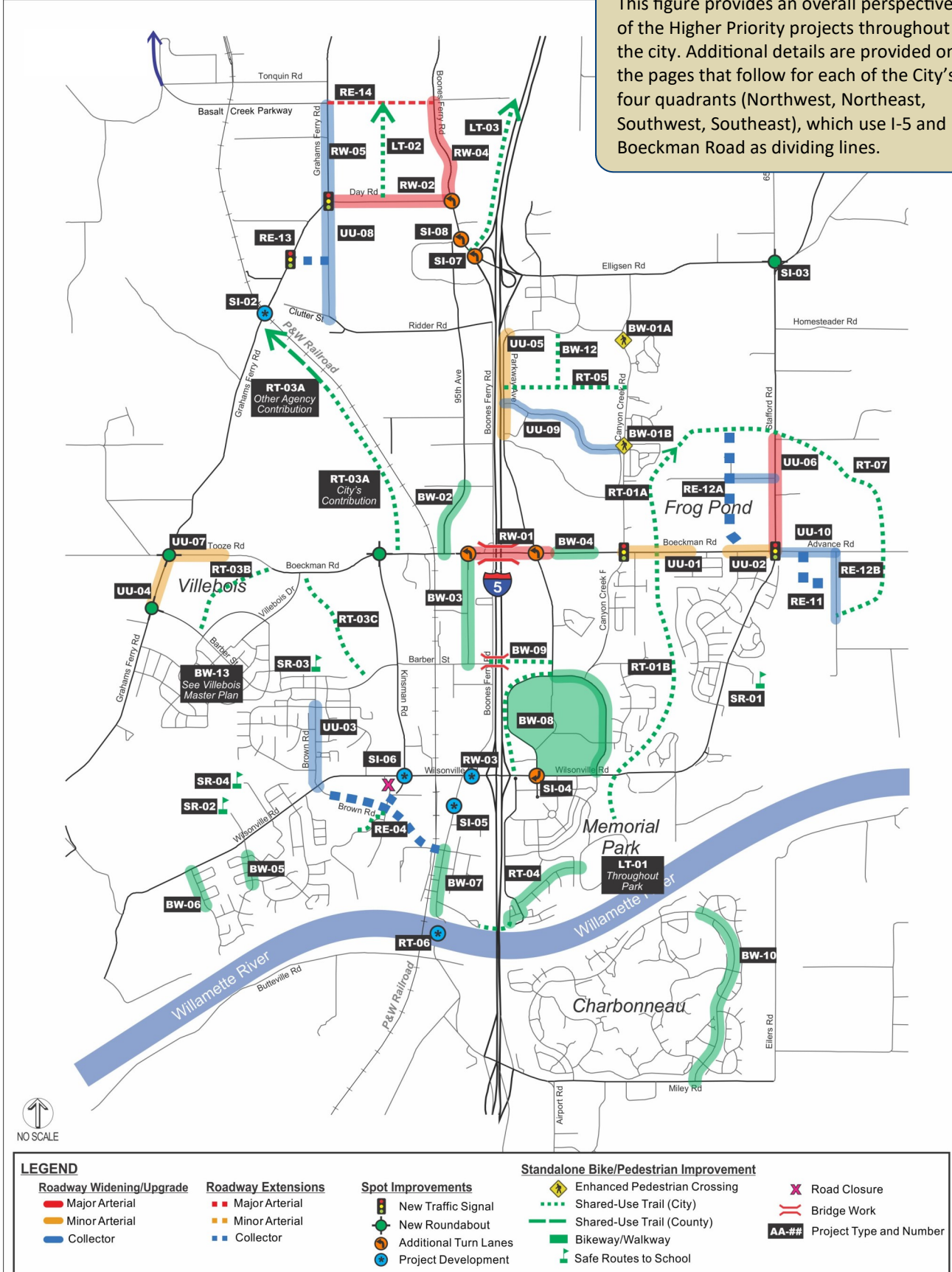
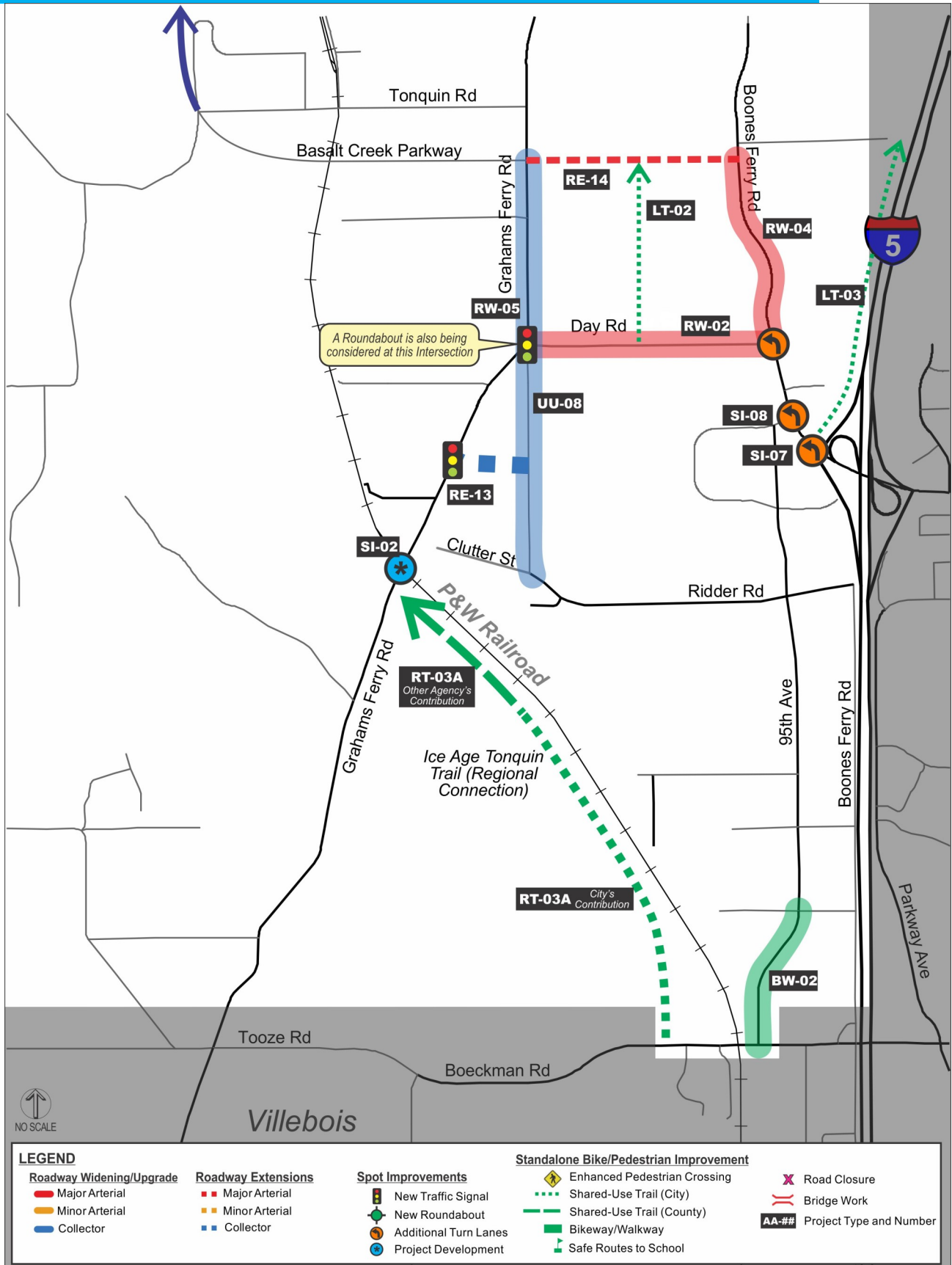


Table 5-2. Higher Priority Projects (Northwest Quadrant)

Project	Description	Cost	
Roadway Extensions			
RE-13	Java Road Connection and Signal	Construct Java Road from Boones Ferry Road to Grahams Ferry Road and Garden Acres Road with a signal at the Java Road/Grahams Ferry Road intersection and disconnect Clutter Street from Grahams Ferry Road.	\$1,500,000
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.	\$31,700,000
Urban Upgrades			
UU-08	Garden Acres Road Urban Upgrade	Upgrade Garden Acres Road to a three-lane collector with bicycle lanes and upgrade the Garden Acres Road/Day Road intersection to either a signal or a roundabout. Realign Ridder Road to Garden Acres Road. Close the existing Clutter Road connection to Grahams Ferry Road after completion of Project RE-13. Close the existing Coffee Creek Correctional Facility driveway to Grahams Ferry Road and relocate the driveway to Cahalin Road.	\$14,260,000
Roadway Widening			
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$5,900,000
RW-04	Boones Ferry Road Widening	Widen Boones Ferry Road from Day Road to Basalt Creek Parkway to five lanes. RTP project #11487.	\$1,200,000
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. RTP project #10588.	\$13,200,000
Spot Improvements			
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform preliminary analysis to determine needs, feasibility, etc.	\$500,000
SI-07	Dual Southbound Right Turn Lanes	Add a second southbound right turn lane to the I-5 Exit Ramp at the Boones Ferry Road intersection. RTP project #11489	\$1,063,000
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 Court (RE-P15), passing under the Day Road I-5 overcrossing approach, and a new west-east local street (north of Day Road) with full intersection access at Boones Ferry Road.	\$2,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$85,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03A	Ice Age Tonquin Trail (North)	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,040,000 (Partial Regional funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)			
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.	\$450,000
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.	\$750,000

FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)

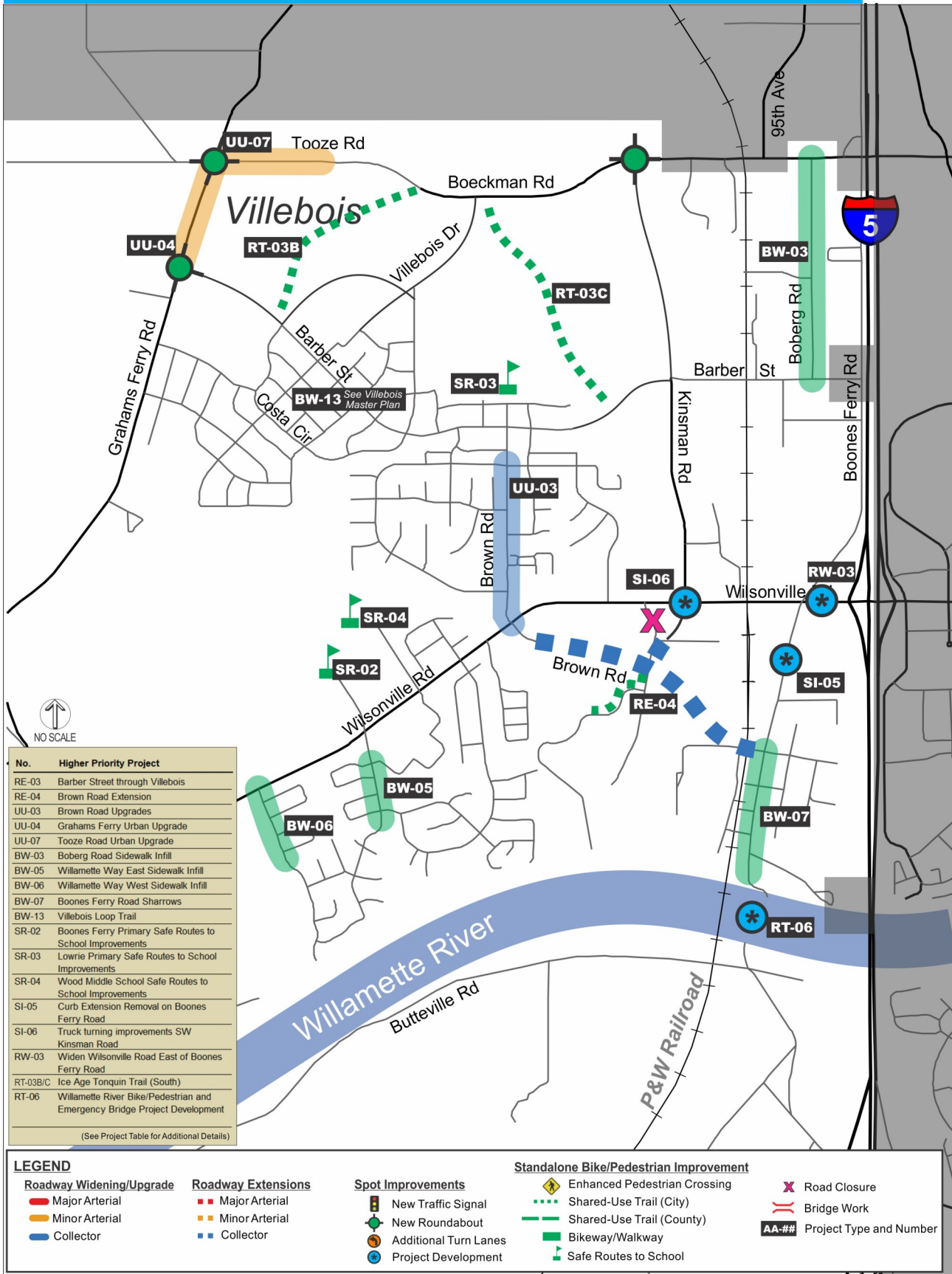


LEGEND		Standalone Bike/Pedestrian Improvement	
Roadway Widening/Upgrade	Roadway Extensions	Spot Improvements	Standalone Bike/Pedestrian Improvement
Major Arterial	Major Arterial	New Traffic Signal	Enhanced Pedestrian Crossing
Minor Arterial	Minor Arterial	New Roundabout	Shared-Use Trail (City)
Collector	Collector	Additional Turn Lanes	Shared-Use Trail (County)
		Project Development	Bikeway/Walkway
			Safe Routes to School
			Road Closure
			Bridge Work
			AA-## Project Type and Number

Table 5-4. Higher Priority Projects (Southwest Quadrant)

Project		Description	Cost
Roadway Extensions			
RE-04A	Corridor Study for Brown Road Extension	Perform a corridor study to determine the recommended Brown Road extension alignment	\$20,000
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 (connect at 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.	\$15,200,000
Urban Upgrades			
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,500,000
UU-04	Grahams Ferry Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Barber Street intersection	\$2,400,000
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$7,900,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)			
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$375,000
BW-05	Willamette Way East Sidewalk Infill	Fill in gaps in the sidewalk network on the west side of the roadway from Chantilly to south of Churchill (part of Ice Age Tonquin Trail)	\$50,000
BW-06	Willamette Way West Sidewalk Infill	Construct a new sidewalk on west side of the roadway from Wilsonville Road to Paulina Drive	\$50,000
BW-07	Boones Ferry Road Sharrows	Stripe sharrows (shared travel lanes) from 5th Street to Boones Ferry Park; this will connect Ice Age Tonquin Trail (once the portion along the Brown Road Extension is completed) to Waterfront Trail	\$5,000
BW-13	Villebois Loop Trail	Construct shared-use path as part of Villebois development; include connections to Villebois Greenway, the Ice Age Tonquin Trail, and the Village Center	\$180,000
Standalone Pedestrian and Bicycle Improvements (Safe Routes to School)			
SR-02	Boones Ferry Primary Safe Routes to School Improvements	Construct shared-use path between Boones Ferry Primary and Wood Middle School, a bicycle parking shelter near the school, and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road	\$200,000
SR-03	Lowrie Primary Safe Routes to School Improvements	Construct shared-use path from existing connection of Lowrie Primary School to Barber Street as part of Villebois development; include connections to new school, Ice Age Tonquin Trail, and Barber Street to future connections	\$150,000
SR-04	Wood Middle School Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a shared-use path connecting the bicycle shelter to the sidewalks along Wilsonville Road; also widen and stripe the Park at Merryfield Trail, which connects Wood Middle School to Camelot Street to the north	\$150,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)			
RT-03B/C	Ice Age Tonquin Trail (Villebois)	Construct the remaining sections of the Ice Age Tonquin Trail within Villebois Village in conjunction with development and adjacent roadway improvements	\$560,000
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,380,000 (Partial Regional funding)

FIGURE 5-5. HIGHER PRIORITY PROJECTS (SOUTHWEST QUADRANT)



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FIGURE 5-7. ADDITIONAL PLANNED PROJECTS

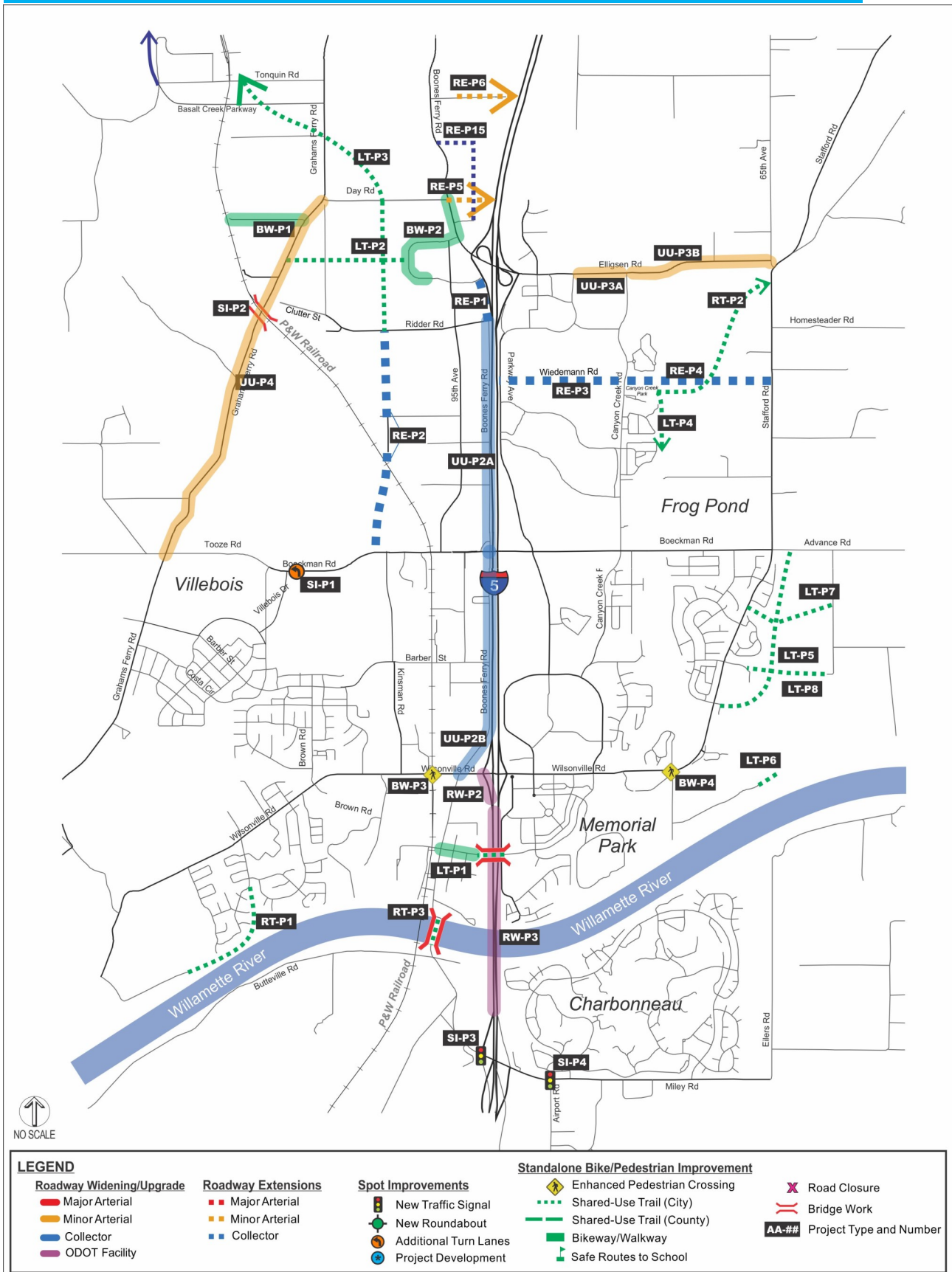
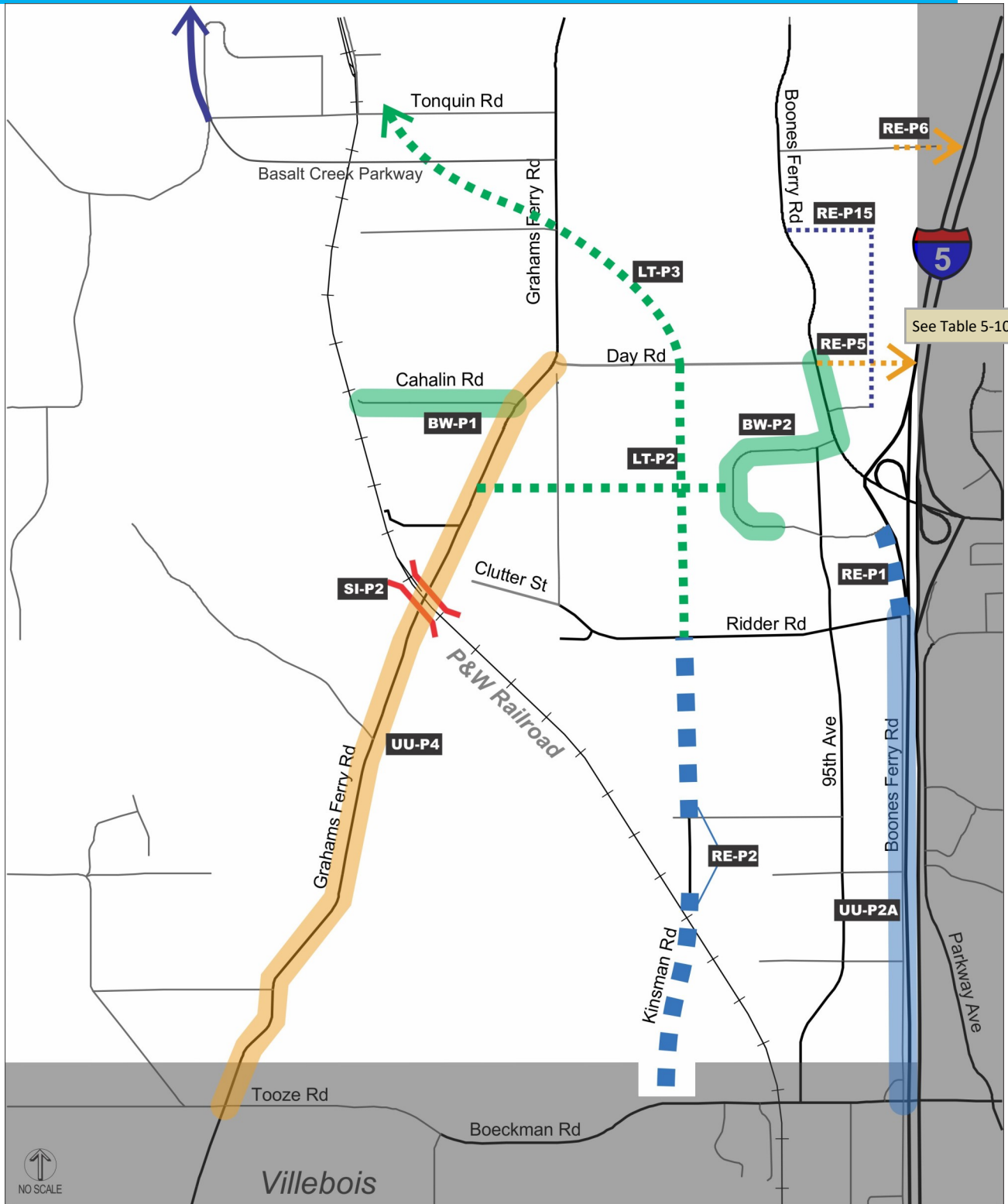


Table 5-9. Additional Planned Projects (Northwest Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Roadway Extensions				
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	Identified as potentially helpful freight connection, but not a critical need at this time	\$2,100,000
RE-P2	Kinsman Road Extension (Central)	Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks	High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available	\$12,000,000
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.	This project timeline is outside of the planning horizon of the City's current TSP.	\$46,000,000
RE-P15	Pioneer Court Extension	Extend Pioneer Court to the north, approximately 1,000 feet north of Day Road, connect to Boones Ferry Road to the west.		Developer Funded
Urban Upgrades				
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	High cost with limited connectivity benefit alternative parallel routes exist	\$5,900,000
UU-P4	Grahams Ferry Road Urban Upgrade	Upgrade Grahams Ferry Road from Day Road to Tooze Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit improvements)	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	\$2,000,000
Spot Improvements				
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	Located within Washington County jurisdiction, and it is an important safety-related project with particular benefits for freight travel; however, it comes with high cost and freight traffic has alternate travel routes	\$4,500,000
Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)				
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Kinsman Road extension to Ice Age Tonquin Trail	High cost due to railroad crossing barrier	\$700,000
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	Industrial area with no connectivity to other facilities	\$100,000
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	To be constructed as Coffee Lake Creek Master Plan Area Redevelops	\$220,000
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area	Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)	\$500,000

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

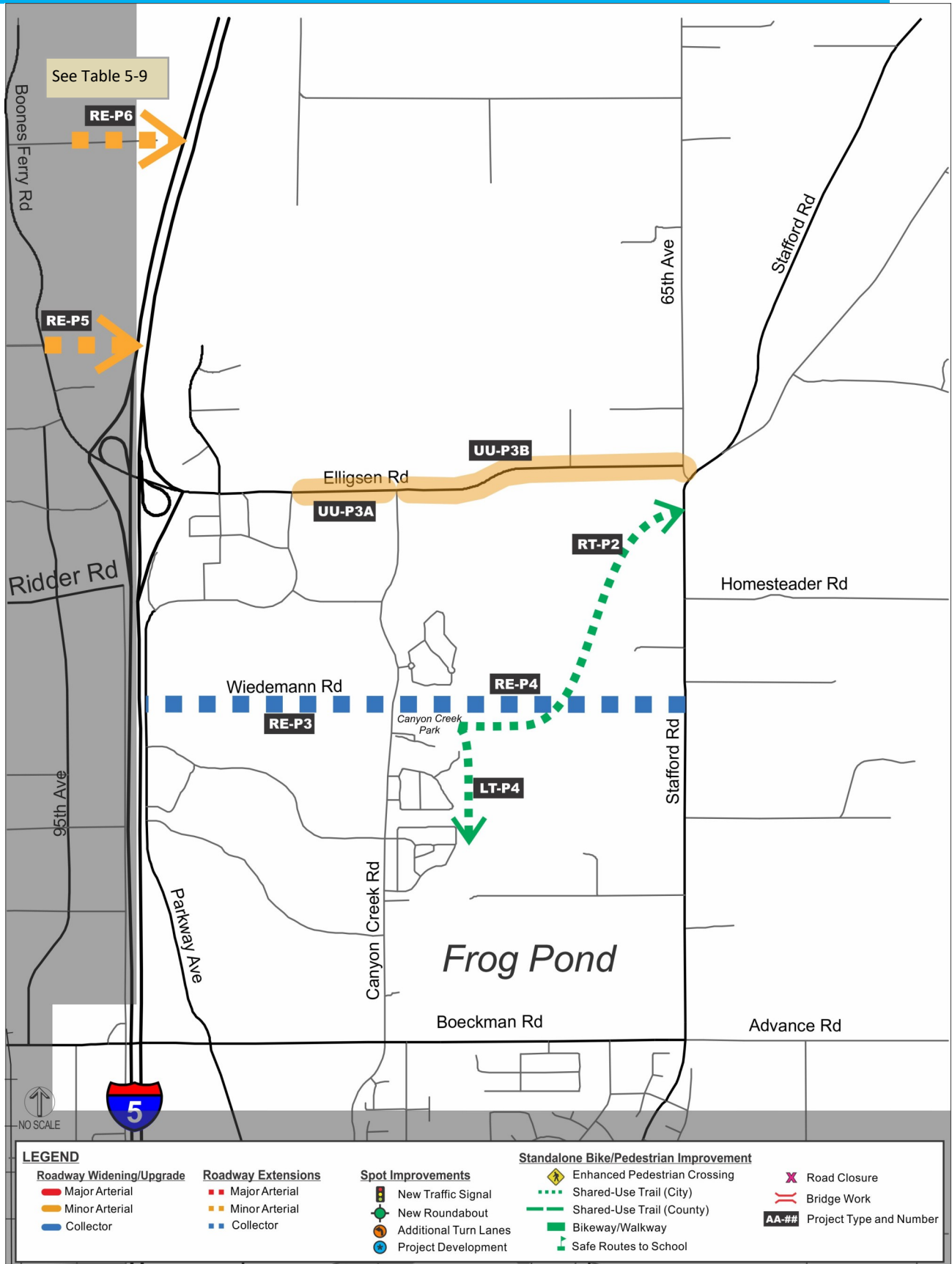


LEGEND		Standalone Bike/Pedestrian Improvement	
Roadway Widening/Upgrade	Roadway Extensions	Spot Improvements	Standalone Bike/Pedestrian Improvement
Major Arterial	Major Arterial	New Traffic Signal	Enhanced Pedestrian Crossing
Minor Arterial	Minor Arterial	New Roundabout	Shared-Use Trail (City)
Collector	Collector	Additional Turn Lanes	Shared-Use Trail (County)
		Project Development	Bikeway/Walkway
			Safe Routes to School
			Road Closure
			Bridge Work
			Project Type and Number

Table 5-10. Additional Planned Projects (Northeast Quadrant)

Project	Description	Why Not Higher Priority?	Cost	
Roadway Extensions				
RE-P3	Wiedeman Road Extension (West)	Construct 2/3-lane roadway from Parkway Avenue to Canyon Creek Road with bike lanes and sidewalks	Limited impact on system capacity; money better spent upgrading Boeckman Road and Elligsen Road	\$4,300,000
RE-P4	Wiedeman Road Extension (East)	Construct 2/3-lane roadway from Canyon Creek Road to Stafford Road with bike lanes and sidewalks; would require construction over Boeckman Creek	Only needed with future development on land east of Canyon Creek Road; costly (especially over wetlands) and has limited impact on system capacity; and money better spent upgrading Boeckman Road and Elligsen Road	\$8,800,000
RE-P5	Day Road Overcrossing	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.	This project timeline is outside of the planning horizon of the City's current TSP.	\$40,800,000 — \$53,400,000
Urban Upgrades				
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable cross-section standards including bike lanes, sidewalks, and transit improvements	Much of the land is in Clackamas County; significant slopes from Parkway Center Drive to Canyon Creek Road would likely require retaining walls (higher costs) and large oak trees would be impacted	\$6,000,000 (Partial Federal funding)
Standalone Pedestrian and Bicycle Improvements (Local Trails)				
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	Low priority as it needed after the Boeckman Creek Trail is constructed	\$200,000
Standalone Pedestrian and Bicycle Improvements (Regional Trails)				
RT-P2	Stafford Spur Trail	Shared-Use Path from Canyon Creek Park to Stafford Road	High cost project that provides limited connectivity to land uses in Clackamas County	\$1,640,000

FIGURE 5-9. ADDITIONAL PLANNED PROJECTS (NORTHEAST QUADRANT)



**Draft CONCLUSIONARY FINDINGS
February 6, 2019**

**In support of Approval of Application #LP19-0001
BASALT CREEK COMPREHENSIVE PLAN AND TRANSPORTATION SYSTEMS
PLAN AMENDMENTS**

Introduction

This report provides findings supporting the City of Wilsonville's adoption of Comprehensive Plan and Transportation System Plan (TSP) amendments related to implementation of the Basalt Creek Concept Plan. The proposal includes the following:

- a. Amendments to the Comprehensive Plan Text;
- b. Amendments to the Comprehensive Plan Map; and
- c. Amendments to the Transportation System Plan, a sub-element of the Comprehensive Plan.

This report is divided into two sections. The first section lists findings related to the proposed Comprehensive Plan text and map amendments. The second section lists findings related to the proposed TSP amendments. The proposed amendments are described in the staff report and included in the record as Attachments A and B.

Comprehensive Plan Text and Map Amendment Findings

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 proposed Comprehensive Plan amendments are considered legislative changes to the Comprehensive Plan. The Planning Commission will conduct a public hearing on February 13, 2019, providing the City Council with a recommendation on the Basalt Creek Comprehensive Plan amendments. The City Council is the final local authority on the Comprehensive 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

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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 Comprehensive Plan amendments. The City Council is the final local authority regarding amendments to the maps or text of the Comprehensive Plan, which will be adopted via Ordinance. **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 February 13, 2019, the Planning Director scheduled an April 1, 2019 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.*

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Response: The Basalt Creek Planning Area was added to the city's UGB in 2004 to help meet a regional industrial lands need. Accordingly, a Concept Plan was prepared in compliance with the requirements of Metro's Urban Growth Management Functional Plan Title 11. City Council adopted the Basalt Creek Concept Plan by Resolution in August 2018 as a supporting document of the Wilsonville Comprehensive Plan to guide future Comprehensive Plan and Development Code amendments. The proposed amendments will allow for the vision and guiding principles of the Concept Plan to be incorporated into the Comprehensive Plan in a manner consistent with existing Comprehensive Plan policies and implementation measures. **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 citizen involvement during the Basalt Creek Concept Planning process. During this process, an interested parties list was developed and continued to serve as the basis for outreach during the review of the proposed Comprehensive Plan amendments.

One work session was held with the Planning Commission, and one work session was held with the City Council regarding the proposed amendments. These work sessions were televised, streamed online, and open to the public. Public notice of the public hearing was mailed to property owners in the Basalt Creek area, affected agencies and the list of interested parties, 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 one work session on this project (see Attachment D Planning Commission Record Index). The staff reports and memoranda were posted on the City's website throughout the project, and draft versions of the proposed Comprehensive Plan text and 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:*

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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 work session, public notification, website and public hearing schedule, the City has encouraged the participation of a wide variety of individuals representing the groups listed above. Meeting notices were sent to property owners within the Basalt Creek Planning Area and on the interested parties list established during the Concept Plan process. **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. Interested parties have been afforded the opportunity to provide oral input at work sessions and will be allowed testimony during the public hearings. In addition, they have been afforded the opportunity to provide written input and testimony. Citizen Input and information supplied can be found in Attachment D. **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 Concept Plan process, Planning Commission and City Council work session schedules, public hearing notices, Planning Commission meeting minutes, project-related materials and announcements on the City website, and 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: Representatives and others from interested agencies received updates and draft documents through the mailings to interested parties of the Basalt Creek Concept Plan. Because this is a Comprehensive Plan amendment, notice of the proposed amendment was provided to DLCD prior to the Planning Commission hearing. **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.*

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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 proposed amendments support the Comprehensive Plan in its approach to planning for future employment growth and industrial development in the Basalt Creek Planning Area. The Comprehensive Plan map and text amendments provide 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 in the Concept Plan process 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. Recommendations within the Concept Plan are consistent with the adopted 2007 citywide Parks and Recreation Master Plan. The proposed Comprehensive Plan amendment integrates these recommendations by including an implementation measure encouraging industrial development that incorporates active green spaces, and adding text to the new Area of Special Concern M acknowledging the area surrounding Basalt Creek as an opportunity for future parkland and natural resource protection. **This criterion is met.**

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 land use categories that support a range of industrial and employment uses appropriate for the Basalt Creek Planning Area. The proposed amendment adds text supporting these categories within Area of Special Concern M. In addition to supporting light industry, small retail establishments may be allowed consistent with City Code that support the businesses and employees in the area. **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.*

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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 proposed amendment include a mix of employment development types and a modest opportunity for live/work housing. 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 capital intensive, 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. These planned uses are compatible with existing and planned uses in the City as well as nearby Tualatin. 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 proposed amendments support and encourage light industry compatible with the 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: The proposed Comprehensive Plan amendments will allow for the vision and guiding principles of the Basalt Creek Concept Plan, which was developed with extensive public involvement, to be incorporated into the Comprehensive Plan. A work session was held with both the Planning Commission and City Council throughout the project. The City's website has

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been updated regularly containing all of the information for the amendments. 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 these are amendments to the City's Comprehensive Plan, the amendments are reviewed pursuant to the legislative decision process outlined in the City Code, which 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 Concept Plan development, and text supporting protection of these resources is included within the proposed Plan amendment. 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 were considered in the development of the Buildable Lands Inventory for the Basalt Creek Concept Plan. Many of these areas will be identified, 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 #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. The proposed Comprehensive Plan text amendments acknowledge the opportunity to develop trails in this area to connect to existing and planned regional networks, such as the Ice Age Tonquin Trail, a 22-mile trail alignment through Wilsonville, Tualatin, and Sherwood, which includes a section bordering the Basalt Creek Planning Area. This trail 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). Two additional trails included within the Concept Plan, the Basalt Creek Canyon Ridge Trail and the I-5 Easement Trail, will be added to the TSP as an associated amendment. **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. The 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 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 #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 proposed Comprehensive Plan amendments include amendments to the City's TSP, which incorporate the transportation improvements laid out in the 2013 Basalt Creek Transportation Refinement Plan (TRP) adopted by City Council. In addition to vehicular improvements, bicycle and pedestrian enhancements, off-street trail planning, and potential transit routes are included. **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 proposed Comprehensive Plan amendments accommodate 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 Comprehensive Plan amendments utilize land more efficiently. The amendments also call 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 City is updating its Urban Planning Area Agreement (UPAA) with Washington County as the first step in implementing the Plan, 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 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 and Coffee Creek Industrial Area are mapped as a Metro Title 4 Industrial Areas. The proposed amendment would apply the Industrial designation to these area on the City's Comprehensive Plan Map, consistent with the Concept Plan and Coffee Creek Master Plan's designation for employment use. The land use designations incorporated into the Comprehensive Plan provide for a range of industrial development types including manufacturing, warehouse, and office uses. The City of Wilsonville is in compliance with Title 4 of the UGMFP; these 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 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. 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. The proposed Comprehensive Plan text amendments support the preservation of and access to Basalt Creek and related natural features. **This title is met.**

TSP Amendment Findings

GENERAL FINDINGS

The Basalt Creek Transportation System Plan Amendments identify the transportation improvements necessary to serve the Basalt Creek Planning Area and update the City's Transportation System Plan (TSP) to reflect these improvements.

KEY PROVISIONS

- TSP - Amends the TSP to incorporate the planned facilities related to the Basalt Creek Planning Area.

The amendments adopted by Resolution LP19-0001 do not affect compliance with Oregon's Statewide Planning Goals (Goals), and thus it is not necessary for these findings to address the Goals with respect to each amendment. The Goals apply to amendments covered by these findings only to the extent noted in specific responses to each amendment and its individual applicable Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Wetlands), 18 (Beaches and Dunes) and 19 (Ocean Resources) and related Oregon Administrative Rules (OARs) are not applicable because these resources are not located within the Basalt Creek Planning Area (BCPA).

The City is also required to make findings that the amendments are consistent with the requirements of the Oregon Highway Plan (OHP) and Metro's Regional Transportation Functional Plan (RTFP). These findings are also addressed in this section.

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 proposed TSP amendments are considered legislative changes, as the TSP is an adopted sub-element of the Comprehensive Plan. The Planning Commission will conduct a public hearing on February 13, 2019, providing the City Council with a recommendation on the Basalt Creek TSP amendments. The City Council is the final local authority on the Comprehensive Plan and its sub-elements. **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

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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 TSP amendments. The City Council is the final local authority regarding amendments to the TSP, which will be adopted via Ordinance No. 834. **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 February 13, 2019, the Planning Director scheduled an April 1, 2019 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: The Basalt Creek Planning Area was added to the city's UGB in 2004 to help meet a regional industrial lands need. Accordingly, a Concept Plan was prepared in compliance with the requirements of Metro's Urban Growth Management Functional Plan Title 11. City Council adopted the Basalt Creek Concept Plan by Resolution in August 2018 as a supporting document of the Wilsonville Comprehensive Plan to guide future Comprehensive Plan and Development Code amendments. The proposed TSP amendments will add projects identified in the 2013 Basalt Creek Transportation Refinement Plan (TRP), adopted by City Council, to support future development as envisioned in the Concept Plan. **The above criteria are satisfied.**

WILSONVILLE COMPREHENSIVE PLAN

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 was developed with multiple modes of transportation in mind, with the major new roads and improvements to be constructed as laid out in the 2013 TRP. 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. The transportation framework in the Plan is directly supportive of the above transportation goals, policies and implementation measures. The proposed amendments would add these projects to the City's TSP. **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 proposed TSP amendments contain 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 is driven not only by future growth in the Basalt Creek Planning Area itself, but also by future growth in surrounding areas targeted for industrial development. The Tonquin Employment Area,

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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 was coordinated with the 2014 Metro Regional Transportation Plan (RTP). The proposed TSP amendments coordinate with the 2018 Metro RTP. Basalt Creek Parkway, a portion of which is open, will be a major east-west arterial upon completion, with limited access (connecting only at Grahams Ferry and Boones Ferry Roads), creating a new connection between I-5 and 99W. Further roadway improvements are planned to build a transportation network able 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.**

STATEWIDE PLANNING GOALS

The purpose of the findings in this document is to demonstrate that the Basalt Creek TSP Amendments are consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS) and OAR requirements. The City follows the post-acknowledgement plan amendment (PAPA) process to update the Comprehensive Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the maps and text of the TSP indicate a Goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

Goal 12 - Transportation

Goal 12 requires the provision and encouragement of a safe, convenient, multimodal and economic transportation system. The Wilsonville TSP describes the transportation system necessary to accommodate the transportation needs of the City. Implementing measures are contained in the City's Development Code and Public Works Construction Standards.

The Basalt Creek TSP amendments improve consistency with other adopted planning efforts. The amendments are consistent with the City's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 the Transportation Planning Rule (TPR), implemented via OAR Chapter 660, Division 12.

Plan compliance with Goal 12 is maintained with the Basalt Creek TSP amendments. The amendments are consistent with the acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12, the TPR, the OHP, and the RTFP. Brief summaries of the applicable TPR provisions followed by findings of compliance are contained in this findings document.

TRANSPORTATION PLANNING RULE (OAR 660-012)

660-012-0010 Provides that transportation planning be divided into two phases, transportation system planning and project development.

FINDING: The Basalt Creek TSP amendments update the TSP consistent with all applicable provisions of Division 12. The previously adopted TSP is consistent with 660-012-0010. As provided under this subsection, project development will be addressed separately at the appropriate time.

660-012-0015 Includes requirements for preparation and coordination of transportation system plans.

FINDING: The Basalt Creek TSP amendments comply with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- The Basalt Creek TSP amendments are incorporated as part of City's Comprehensive Plan.
- As described above, the preparation of the Basalt Creek TSP amendments followed the process in place for the development of the TSP and was closely coordinated with affected government agencies and service providers.
- OAR 660-012-0015 also requires that regional TSPs, such as Metro's RTP, be coordinated with state transportation plans and policies, such as those found in the OHP. Both ODOT and Metro assisted in the development of the plans incorporated into the TSP. As detailed elsewhere in these findings, The Basalt Creek TSP amendments are consistent with the RTFP and the OHP.

660-012-0016 This section of the TPR describes coordination with federally required transportation plans in metropolitan areas.

FINDING: As discussed elsewhere in these findings, The Basalt Creek TSP amendments are consistent with the RTFP and therefore is consistent with OAR-660-012-0016.

660-012-0020 This section of the TPR describes the elements that TSPs must contain.

FINDING: The Basalt Creek TSP amendments, together with the previously adopted and acknowledged TSP, includes all of the elements required by the TPR and the Basalt Creek TSP amendments are consistent with OAR-660-012-0020.

- The Basalt Creek TSP amendments modify the TSP and includes updates to Chapters 3, 4, and 5. Details regarding these updates can be found in the TSP amendment memorandum included within Attachment B. The amendments to the TSP are consistent with Metro's Regional Transportation Plan (RTP).
- City of Wilsonville Facility spacing is identified in Table 3-1 of the Wilsonville TSP. The City of Wilsonville Public Works Construction Standards include access spacing consistent with the requirements of OAR 660-012-0020 as shown in Table 2.12.

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- The City of Wilsonville TSP includes all the public transit services described in OAR 660-012-0020(2)(c)(A)-(C).
- The Basalt Creek TSP amendments are consistent with the provisions described in OAR 660-012-0020.

660-012-0025 This section of the TPR describes the requirements for Goal compliance and refinement plans.

- FINDING:** The Basalt Creek TSP amendments comply with the applicable provisions of Section 660-012-0025 of the TPR as demonstrated by the following facts:
- The Basalt Creek TSP amendments update the need, mode, function, and general location for several transportation facilities, consistent with OAR 660-012-0025(1).
 - The findings contained herein satisfy the requirement of OAR 660-12-0025(2) to make findings with statewide planning goals and acknowledged Comprehensive Plan policies and have been adopted in conjunction with the Basalt Creek TSP amendments.
 - The Basalt Creek TSP amendments do not include any refinement planning nor an Environmental Impact Statement; OAR 660-12-0025(3) – (4) therefore does not apply.
 - The Basalt Creek TSP amendments are consistent with all the requirements of OAR 660-12-0025.

660-012-0030 The provisions of this section set forth how needs shall be identified in TSPs.

- FINDING:** The Basalt Creek TSP amendments identified transportation needs as required by OAR 660-012-0030.
- The Basalt Creek TSP amendments are based on a needs analysis from the adopted Basalt Creek Transportation Refinement Plan. The Basalt Creek TSP amendments make adjustments consistent with the OHP and Metro's RTP; and findings of compliance with the OHP and RTFP are included herein.
 - The needs analyses included in Basalt Creek Refinement Plan was based upon population and employment forecasts developed by Metro with local government participation. These same regional forecasts have been used to inform the RTP and to implement Metro's 2040 designations, which are part of the City's adopted and acknowledged Comprehensive Plan.
 - Additional needs analysis was conducted as part of the consideration of the Basalt Creek TSP amendments to incorporate the recently adopted 2018 RTP. This analysis included an assessment of the land use assumptions in Metro's RTP as well as an assessment of build out conditions beyond the RTP assumed land use.
 - The Basalt Creek TSP amendments are consistent with the requirements for vehicle miles traveled (VMT) reduction set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035. The Basalt Creek TSP amendments are

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based on the same analysis developed for Basalt Creek Refinement Plan and therefore is consistent with OAR 660-012-0030.

660-012-0035 This section concerns how the transportation system alternatives analysis was performed.

FINDING: The City has an acknowledged TSP consistent with the TPR provisions of 660-012-0035. The Basalt Creek TSP amendments make adjustments to the TSP in order to plan for the provision of a transportation system to serve the Basalt Creek Planning Area.

- The Basalt Creek Transportation Refinement Plan, adopted in 2013, identified a combination of improvements to existing facilities and construction of new facilities necessary to provide a system of multimodal infrastructure to serve the Basalt Creek Planning Area.
- The Basalt Creek Transportation Refinement Plan considered no-build and multimodal opportunities as well as transportation system management and demand management solutions. The Basalt Creek Transportation Refinement Plan identified solutions to minimize the adverse impacts of transportation improvements and conflicts between modes of transportation. The Basalt Creek Transportation Refinement Plan includes several trail and other multimodal facilities to facilitate connections between modes and reduce reliance on any one mode of transportation.
- The Metro regional government established the Basalt Creek urban growth boundary expansion area in 2004 in order to provide an appropriate balance of land uses within the Metro Urban Growth Boundary.
- The 2018 RTP included the Basalt Creek Planning Area and associated transportation improvements. Therefore, the Basalt Creek TSP amendments are consistent with the regional planning requirements of OAR 660-012-0035.
- The evaluation included consideration of the components set forth in OAR 660-012-0035 and therefore is consistent with the requirements of OAR 660-012-0035.

660-012-0040 This section of the TPR requires that a TSP include a transportation financing program and sets forth what such a program is required to include.

FINDING: Transportation infrastructure funding is reasonably assured and the Basalt Creek TSP amendments fully implement all of the applicable provisions of OAR 660-012-0040 as detailed in the following findings of fact:

- The Basalt Creek TSP amendments include a list of planned transportation facilities including the estimated timing and rough cost estimates, as documented in the adopted Basalt Creek Transportation Refinement Plan.
- The regional transportation facilities identified in the Basalt Creek TSP amendments have been included in the 2018 financially constrained Regional Transportation Plan as required by OAR 660-012-0040(2).

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- Therefore, the Basalt Creek TSP amendments are considered to be financially constrained and consistent with the applicable provisions of OAR 660-012-0040.

660-012-0045 The provisions of this section concern how a TSP is implemented.

FINDING: The City has an adopted and acknowledged TSP. The Basalt Creek TSP amendments, together with previously adopted and acknowledged ordinances fully implements all of the applicable provisions of OAR 660-012-0045.

- The City's Comprehensive Plan and Development Code Subsections 4.008 (02) E. and 4.133.05.(01) provide a process for coordinated review of land use decisions affecting transportation facilities, corridors and sites as well as public notice.
- The City's Development Code Subsections 4.008 (02) E. and 4.133.05.(01), along with the 2017 Public Works Construction Standards provide for review and protection of roadway safety, infrastructure and operations.
- Local street connectivity standards, as well as the requirements for safe and convenient pedestrian, bicycle and vehicular circulation, have been adopted by City and are found in the City's Development Code Sections 4.154, 4.155, and 4.177.
- The TSP includes a Transportation Demand Management (TDM) program in Chapter 6.

660-012-0050 This section concerns transportation project development.

FINDING: The City has an adopted and acknowledged TSP, consistent with the TPR provisions of 660-012-0050. The Basalt Creek TSP amendments, together with previously adopted and acknowledged ordinances, fully implements all of the applicable provisions of OAR 660-012-0050.

- The 2018 RTP provides for coordination of project development.
- The Wilsonville TSP addresses the type of and function of transportation improvements and Subsections 4.008 (02) E. and 4.133.05 of the Wilsonville Development Code provide a Wilsonville Public Works Construction Standards provide a process consistent with all the requirements of section OAR 660-012-0050.

660-012-0055 This section sets forth timelines for adoption of TSPs and for the specific requirements of OAR 660-012-0045(3), (4)(a)-(e) and (5)(d).

FINDING: The Basalt Creek TSP amendments, together with previously adopted and acknowledged ordinances, is consistent with the applicable provisions of OAR 660-012-0055. There are no other provisions in subsection -0055 that are required to be addressed as part of these findings.

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660-012-0060 This section sets forth requirements for plan and land use regulation amendments.

FINDING: The Basalt Creek TSP amendments, together with previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of OAR 660-012-0060 as detailed in the following findings of fact:

- The Basalt Creek TSP amendments respond to urbanization of the Basalt Creek area as described in the Basalt Creek Concept Plan. This urbanization is anticipated to have a significant effect on transportation facilities in the area.
- The Basalt Creek Transportation Refinement Plan, developed in 2013, served as a guide for the development of the Basalt Creek Concept Plan.
- The transportation impacts of the Basalt Creek Concept Plan are consistent with the anticipated transportation impacts identified by the Basalt Creek Transportation Refinement Plan, developed in 2013.
- The Basalt Creek TSP amendments do not change the existing or anticipated level-of-service or level-of-service standard for any facility.
- The Basalt Creek TSP amendments adopt transportation facilities to support the proposed urban land uses as discussed in -0060(2)(b).
- As discussed under -0040 above, the transportation facilities identified in the Basalt Creek TSP amendments are considered to be financially feasible and are included in the 2018 financially constrained Regional Transportation Plan.
- The improvements identified in these TSP amendments are adequate to address the additional demand on the transportation system created by the Basalt Creek Concept Plan.
- The process of coordinated TSP amendments with land use planning is consistent with all of the requirements of OAR 660-012-0060.

660-012-0065 This section identifies the “transportation facilities, services and improvements” that may be permitted on rural lands without a goal exception.

FINDING: The Basalt Creek TSP amendments do not propose any new roadways, services or improvements on lands located outside of the UGB.

660-012-0070 This section identifies the requirements for exceptions to Goals 3, 4, 11, or 14 for transportation improvements on rural lands that do not meet the requirements of OAR 660-012-0065.

FINDING: This subsection is not applicable to the Basalt Creek TSP amendments, as no rural transportation improvements have been identified in this ordinance.

The Basalt Creek TSP amendments update the previously adopted TSP. The amendments are consistent with the City's acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the TPR, implemented via OAR Chapter 660, Division 12). The Basalt Creek TSP amendments comply with all of the applicable requirements of OAR 660, Division 12. Only those provisions of Division 12 that require specific findings are summarized and addressed herein. Plan compliance with Goal 12 is maintained with the Basalt

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Creek TSP amendments. The amendments are consistent with the provision of transportation facilities and services as required by Goal 12.

OREGON HIGHWAY PLAN (OHP)

This section addresses the consistency of the Basalt Creek TSP amendments with the applicable policies of the OHP. The OHP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, and that the amendments comply with the applicable goals and policies of the OHP.

Policy 1A: State Highway Classification System

The Basalt Creek TSP amendments update the City's Functional Classification Map. No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made. Therefore, the TSP is consistent with the OHP.

Policy 1B: Land Use and Transportation

The Basalt Creek TSP amendments respond to urbanization of the Basalt Creek Planning Area as described in the Basalt Creek Concept Plan. The Basalt Creek TSP amendments address mobility standards consistent with State Highway mobility standards.

The Basalt Creek Planning Area was added to the Portland Metro urban growth boundary in 2004. The area provides employment lands to serve the continued growth of the region. The Basalt Creek Transportation Refinement Plan was developed in coordination with ODOT. The transportation refinement planning proactively addressed the transportation system necessary to serve the urban growth area. The Transportation Refinement Plan:

- Provided for access management on State and local facilities.
- Included updates to City and County TSPs.
- Was developed in partnership with the Metropolitan Planning Organization for the Portland area (Metro).
- Considered the anticipated development of the Basalt Creek Planning Area as well as other growth throughout the region.
- Considered the need for Special Transportation Areas, Urban Business Areas, and Commercial Centers but none were identified.

The Basalt Creek Concept Plan provides for compact urban development within the Basalt Creek Planning Area and includes provisions for:

- an interconnected local roadway network
- transit, bicycle and pedestrian facilities
- design orientation of buildings that accommodate multimodal transportation options
- parking

The Basalt Creek Transportation Refinement Plan was developed through a coordinated process that identified regional facilities to protect the operations and functions of the state highway system and identified local roadways necessary to serve and interconnect the Basalt Creek Planning Area. The planning effort served to provide for the general location of new

transportation facilities. The Basalt Creek TSP amendments provide a coordinated land use and transportation system consistent with the OHP policy 1B.

Policy 1C: State Highway Freight System

The Basalt Creek TSP amendments update the Freight System Element (Figure 3-4) of the TSP, including a revised roadway freight map. These are consistent with the requirements of the OHP.

Policy 1D: Scenic Byways

No Oregon Scenic Byways are located with the Basalt Creek Planning Area. Therefore, the Basalt Creek TSP amendments are consistent with the requirements of the OHP.

Policy 1F: Highway Mobility Standards

The Basalt Creek TSP amendments identify the Functional Classification of the roadway system and insures that the required number of travel lanes are adequate to meet anticipated travel needs. This evaluation included all ODOT and other facilities within area and assessed the system performance based on the applicable mobility standards, including OHP mobility targets and standards, as well as the RTFP interim mobility deficiency thresholds and operating standards.

No deficiency locations were identified in this analysis. As urban growth occurs in the Basalt Creek Planning Area over time, additional monitoring of system performance is anticipated. Based on the system assessment, the Basalt Creek TSP amendments provide a plan for a transportation system consistent with the requirements of the OHP.

Policy 1G: Major Improvements

The Basalt Creek TSP amendments provide for identified transportation improvements. These roadway improvements will be developed by the appropriate agencies (City, County and/or State). The City roadway improvements are governed by the TSP as discussed under the TPR section -0050 above. These regulations provide for an improvement process consistent with the requirements of the OHP. The Basalt Creek TSP amendments do not change these requirements. The City of Wilsonville TSP addresses the type of and function of transportation improvements and the City's Public Works Construction Standards provide for standards consistent with the requirements of this section.

Policy 2G: Rail and Highway Compatibility

The City's TSP encourages the safe and efficient operation of railroad facilities. The Basalt Creek TSP amendments do not change these requirements or propose any new rail crossings. The Basalt Creek TSP amendments are consistent with the requirements of the OHP.

Policy 3A: Classification and Spacing Standards

The Basalt Creek TSP amendments propose control access spacing standards along certain arterials and other state routes. The Basalt Creek TSP amendments make no changes to the requirements associated with interim access locations and therefore are consistent with OHP classification and spacing standards.

Policy 3B: Medians

The Basalt Creek TSP amendments do not identify any median locations or treatments. The City of Wilsonville Public Works Construction Standards Section 201.2.20 describes the design and treatment of raised medians and traffic separators that apply throughout the Basalt Creek Planning Area. These standards control the design and placement of medians on roadways. City road standards identify median treatments consistent with the OHP and have not been modified by the Basalt Creek TSP amendments.

Policy 3C: Interchange Access Management Areas

The Basalt Creek TSP amendments do not make any changes to the previously adopted plan for any interchange area. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 3D: Deviations

The Basalt Creek TSP amendments do not make any requests for deviations to state highway standards. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4A: Efficiency of Freight Movement

The Basalt Creek TSP amendments identify an appropriate roadway freight system plan for the Basalt Creek Planning Area consistent with State Highway Freight System designations. Therefore, the TSP is consistent with the requirements of the OHP.

Policy 4D: Transportation Demand Management

The previously adopted and acknowledged TSP adopted a TDM policy and system element that is consistent with the requirements of the OHP. The Basalt Creek TSP amendments do not change these elements of the TSP.

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN (UGMFP)

Title 8 - Compliance Procedures

Title 8 sets forth Metro's procedures for determining compliance with the Urban Growth Management Functional Plan (UGMFP). Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans.

Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of the proposed the Basalt Creek TSP amendments to Metro on December 28, 2019, 47 days prior to the first evidentiary hearing. Metro provided no comments on the Basalt Creek TSP amendments.

The findings in this document demonstrate that the amendments made by this ordinance are in compliance with the UGMFP.

Findings of Compliance with Metro's Regional Transportation Functional Plan

The Basalt Creek TSP amendments adjust the City's TSP consistent with the Regional Transportation Plan (RTP), the Regional Active Transportation Plan (RATP), and Title 2

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“Development and Update of Transportation System Plans” of the RTFP Sections 210, 220, and 230.

The Basalt Creek TSP amendments adjust the existing TSP, including updates to the roadway and active transportation elements. The transportation system designations adopted in the Basalt Creek TSP amendments are consistent with the designations identified in Metro’s 2018 RTP. As described in the Goal 12 findings above, the TSP maps as amended by the Basalt Creek TSP amendments continue to provide a system of transportation facilities and services adequate to meet identified transportation needs consistent with the RTP. Brief summaries of the applicable RTFP provisions and findings of compliance follow.

Title 1 This section identifies the requirements for Transportation System Design, including provisions for complete streets, the transit system, pedestrian system, bicycle system, freight system and system management and operations.

FINDING: City of Wilsonville Development Code Section 4.177 and the City’s adopted TSP provide for a transportation system design consistent with all of the requirements of Title 1. The Public Works Construction Standards, together with previously adopted TSP, provide for street improvement design and construction standards consistent with requirements of Title 1. The Basalt Creek TSP amendments adjusts the facilities within the Basalt Creek Planning Area to include a plan for systems consistent with the requirements of this section and therefore is consistent with Title 1.

Title 2 This section identifies the process for developing a TSP within the Metro region. Provisions include identification of transportation system performance, needs, and solutions.

3.08.210 This section contains provisions regarding the assessment of transportation needs.

FINDING: The Basalt Creek TSP amendments, as well as previously adopted and acknowledged ordinances, are consistent with the provisions.

- The Basalt Creek TSP amendments update the transportation system elements consistent with the mobility principles identified in the 2018 RTP.
- The Basalt Creek TSP amendments are consistent with the needs identified in the mobility corridor #3 Tigard to Wilsonville.

3.08.220 This section contains provisions regarding the development of planned transportation solutions.

FINDING: The Basalt Creek TSP amendments, as well as previously adopted and acknowledged ordinances, are consistent with these provisions.

- The previously adopted TSP identifies coordination strategies consistent with the RTFP and identifies a process consistent with the RTFP for consideration of motor vehicle capacity improvements with the RTP and the OHP policy 1G.

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- The Basalt Creek Transportation Refinement Plan considered the steps identified in the RTFP as necessary prior to adding motor vehicle capacity and recommended the major system improvements identified in the Basalt Creek TSP amendments.
- The projects identified in the Basalt Creek TSP amendments are consistent with the projects listed in the 2018 RTP.
- Therefore, the Basalt Creek TSP amendments are consistent with the requirements of this section of the RTFP.

3.08.230 This section contains provisions regarding transportation performance targets and standards.

- FINDING:** The Basalt Creek TSP amendments as well as previously adopted and acknowledged ordinances, is consistent with all of the provisions.
- The previously adopted TSP identified interim performance targets and standards consistent with the RTFP. The City has not adopted alternative targets, and has not applied mobility standards different from those identified in the RTFP.
 - The Basalt Creek Transportation Refinement Plan identified and calculated system performance measures consistent with the requirements of the RTFP. These measures were utilized to inform the planning processes necessary to develop the Basalt Creek TSP amendments.
 - City of Wilsonville Development Code Section 4.155 contains parking standards consistent with the requirements of this section.
 - The City of Wilsonville Public Works Construction Standards provide for a transportation system design consistent with the requirements of the RTFP.
 - The previously adopted TSP provided for the management and operation of the transportation system consistent with the requirements of the RTFP.
 - As described in the TSP amendment memorandum included as included within Attachment B, the analysis for the development of the Basalt Creek TSP amendments was based on the population and employment forecasts documented 2018 RTP and consistent with OAR 660-012-0035(2).

Title 3 This section pertains to the general location and size of transportation facilities.

- FINDING:** The Basalt Creek TSP amendments update the planned size of a transportation facility consistent with the requirements of the RTFP.

Title 4 This section pertains to parking management and standards.

- FINDING:** The previously adopted TSP includes provisions for parking minimums and maximums consistent with the RTFP.
- Section 4.155 of the Wilsonville Development Code has parking standards consistent with all the requirements of this section.

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Title 5 This section pertains to amendment of the Comprehensive Plan and the TSP.

FINDING: The Basalt Creek TSP amendments were developed based on the policy framework identified in the TSP and the projects identified are consistent with the projects identified in the 2018 RTP. As described previously in these findings, this process is consistent with all of the requirements of the RTFP.

Title 6 This section pertains to requirements associated with amendments to the City TSP.

FINDING: The adoption of the Basalt Creek TSP amendments and associated Technical Appendices complied with the RTFP requirement for an update of the TSP. The Basalt Creek TSP amendments make no amendments that would be inconsistent with the RTFP.

General Conclusionary Summary of Findings

The Basalt Creek Comprehensive Plan and TSP amendments comply with, and demonstrate that the City's adopted policies comply with, applicable Statewide Planning Goals, the Transportation Planning Rule, the Oregon Highway Plan, Metro regulations, the Wilsonville Comprehensive Plan, and applicable provisions of the City's Development Code.

**Planning Commission
Basalt Creek Comprehensive Plan & TSP Amendments
LP19-0001
Record Index**

MEETINGS

Planning Commission Work Session – December 12, 2018

- Agenda
- Staff Report with Draft Comprehensive Plan and TSP Amendments
- PowerPoint Presentation
- Meeting Minutes Excerpt

Planning Commission Hearing – February 13, 2019

- Agenda
- Staff Report with Draft Comprehensive Plan and TSP Amendments, and Conclusionary findings
- PowerPoint Presentation
- Meeting Minutes Excerpt (following meeting)
- Affidavit of Noticing – PC Hearing

PUBLIC OUTREACH – COMMENTS

- Citizen Comments & Response to Email - Grace Lucini 12/2018

From: [Bateschell, Miranda](#)
To: [G Lucini](#)
Cc: [Bergeron, Tami](#); [Rybold, Kim](#)
Subject: Response to Comments re: Basalt Creek Comprehensive Plan and TSP Amendments
Date: Wednesday, February 6, 2019 2:49:38 PM
Attachments: [image001.png](#)

Dear Ms. Lucini,

I want to thank you for your comments you submitted after the Planning Commission work session on the proposed Basalt Creek Comprehensive Plan and Transportation System Plan Amendments. You submitted two requests for clarification and response in those comments (dated 12/14/18), which is the focus of my response. I realize it has been almost two months, but we wanted to have the revised amendments completed prior to sending you the response. Those items will be posted on the City's website today.

- 1) Your comments pointed out that the LT-02 project depicted on Figure 5-2 extended north of the future Basalt Creek Parkway Extension and future jurisdictional boundary between the cities of Wilsonville and Tualatin. Staff noted this as well. You will notice in the revised amendments included in the Planning Commission packet for the February 13, 2019 public hearing, the trail alignment no longer extends north of the Parkway extension but rather is depicted with an arrow to indicate that the trail is anticipated to continue / connect with a trail to the north of the Parkway in the City of Tualatin (as outlined in the Basalt Creek Concept Plan).
- 2) Your comments highlight language from the Basalt Creek Concept Plan that states "trail opportunities are conceptual and not site specific" and question why Figure 5-2 does not include the same language. I offer the following explanation as to why that language does not appear:
 - a. There are no parcels depicted on the map. The map provides a high level understanding of the general location of future connections and is not used to define the details of any trail alignment.
 - b. Table 5-2 also offers the following description for the project which is intentionally broad and not site-specific: "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."
 - c. The City's TSP outlines a process for implementing Capital Improvement Projects, including Trails (see [Transportation System Plan](#) Chapter 6). Project alignments are evaluated on a project-by-project basis in coordination with the overall purpose of the TSP. Projects begin with a conceptual phase where potential impacts are identified and assessed. This phase helps shape the scope of work and approximate footprint. We do this process up front to establish the best location for a trail. There are many factors that contribute to a proposed trail alignment, some include topography, environmental impact, right of way impact, and overall cost. We coordinate trail alignments with the system of pathways within the City and within neighboring communities to allow for regional travel. Each project evaluates, minimizes, and balances the overall environmental impacts. Thus, the trails identified on the TSP maps all go through this process, which includes public outreach, and the location of LT-02 is not site specific until it does.
 - d. In addition, when the City looks to construct a trail project, the City reviews existing guidance from adopted plans such as a Concept Plan or Trails Master Plan and thus, the Basalt Creek Concept Plan (and the map you reference) would offer additional guidance for this project.
 - e. When considering a local trail, the City's Public Works Standards apply: Bicycle and shared-use path facilities shall be designed in accordance with [2011 ODOT Bicycle](#)

[and Pedestrian Design Guide](#), [2012 AASHTO Guide for the Development of Bicycle Facilities](#), [NACTO Urban Bikeway Design Guide](#), and the [City of Wilsonville Bicycle and Pedestrian Master Plan](#) (which outlines local and natural trails and what considerations need to be taken into consideration including "[Green Trails Guidelines for Environmentally Friendly Trails](#)" by Metro, and regulations found in [Wilsonville's City Code](#)). Depending on whether a shared-use path or nature trail is selected at time of design and alignment consideration: bicycle and shared-use path facilities shall be designed and constructed in accordance with the rules and regulations of Title III of the Americans with Disabilities Act of 1990 (ADA), whereas the City Engineer may allow nature trails to be designed to Accessibility Guidelines for Outdoor Developed Areas when applicable.

Thank you again for your participation in the process. Your comments are included in the Public Record.

Best regards,
Miranda

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City of Wilsonville

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