



## PLANNING COMMISSION AGENDA

February 12, 2025 at 6:00 PM

Wilsonville City Hall & Remote Video Conferencing

---

### PARTICIPANTS MAY ATTEND THE MEETING AT:

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

YouTube: <https://youtube.com/c/CityofWilsonvilleOR>

Zoom: <https://us02web.zoom.us/j/87239032604>

### TO PROVIDE PUBLIC TESTIMONY:

Individuals may submit a testimony card online:

<https://www.ci.wilsonville.or.us/PC-SpeakerCard>

or via email to Dan Pauly: [Pauly@ci.wilsonville.or.us](mailto:Pauly@ci.wilsonville.or.us), 503-570-1536

by 2:00 PM on the date of the meeting noting the agenda item

for which testimony is being submitted in the subject line.

### CALL TO ORDER - ROLL CALL [6:00 PM]

Matt Constantine

Sam Scull

Ron Heberlein

Yana Semenova

Nicole Hendrix

Jennifer Willard

Andrew Karr

### PLEDGE OF ALLEGIANCE

### CITIZEN INPUT

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

### ADMINISTRATIVE MATTERS

- [1.](#) Planning Commission Chair & Vice Chair Nomination
- [2.](#) Consideration of the December 11, 2024 and January 8, 2025 Planning Commission minutes

### WORK SESSION [6:15 PM]

- [3.](#) Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)(60 Minutes)

### INFORMATIONAL [7:15 PM]

- [4.](#) City Council Action Minutes (January 6 & 23, 2025)(No staff presentation)
- [5.](#) 2025 PC Work Program (No staff presentation)

**ADJOURN [7:20 PM]**

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting Mandi Simmons, Administrative Assistant at 503-682-4960: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr  interpretes disponibles para aqu llas personas que no hablan Ingl s, previo acuerdo. Comun quese al 503-682-4960.



# PLANNING COMMISSION

## WEDNESDAY, FEBRUARY 12, 2025

### ADMINISTRATIVE MATTERS

1. Planning Commission Chair & Vice Chair Nomination (*No packet documents included*)



# PLANNING COMMISSION

## WEDNESDAY, FEBRUARY 12, 2025

### ADMINISTRATIVE MATTERS

2. Consideration of the December 11, 2024 and the January 8, 2025 Planning Commission minutes



**Wilsonville Planning Commission  
Regular Meeting Minutes  
December 11, 2024**

Wilsonville City Hall & Remote Video Conferencing  
<https://www.ci.wilsonville.or.us/meetings/pc>

**INFORMAL RESOURCE FAIR**

Housing Cost Burden Open House (In person at City Hall only)

**COMMITTEE FOR CITIZEN INVOLVEMENT WORK SESSION**

Staff Present: Daniel Pauly, Miranda Bateschell, Kimberly Rybold, Sarah Pearlman, and Mandi Simmons

1. Housing Cost Burden (Rybold)

The work session began at 6:03 pm.

**Sarah Pearlman, Assistant Planner**, welcomed those in attendance, noting the opportunities for input virtually and in-person and that the goal tonight was to provide a forum to discuss housing issues and hear about residents' experiences relative to how housing costs impact other parts of their life and their housing goals.

- She briefly introduced the Community Conversation on Housing Cost Burden via PowerPoint, explaining how the city and state define housing cost burden and rent burden, how the City tracks housing related trends and high-level data, and identifying barriers to housing and actions the City is working on.

**Kim Rybold, Senior Planner**, provided a brief overview of the responses received from attendees responding to the poll or using the posters at the back of the room, noting that understanding housing goals and the impacts of housing costs helps the City better understand the housing challenges residents face and gain a sense of the actions to prioritize to help people achieve their housing goals as well as how to prioritize City resources in the most helpful and effective way. She noted the service providers in attendance have information on available resources to help ease cost burdens, such as utility assistance, to help make housing situations more affordable.

Work session attendees shared their housing experiences and reasons for locating in Wilsonville with input from City Staff and Planning Commissioners. Key comments and suggestions were as follows:

- Accommodating different income levels in public housing buildings is important, but if those with similar income levels are concentrated, very strong management is required.

Otherwise, some people will be very stressed and compromised by others. While not everyone causes trouble, those who do have a very large impact. Seeing housing options more interspersed among income levels is ideal.

- With fewer people able to afford a home, making housing affordable to allow people different lifestyle habits to live how they want without compromising their neighbors is very important. A person who wants to be a smoker, for example, is forced to smoke outside apartment buildings; not everyone has the capacity to do so, and neighbors' air quality is compromised.
- Why are landlords allowed to charge renters so much for breaking a lease early? Leases are broken because tenants cannot afford the rent anymore. The resulting exorbitant fees and penalties can ruin credit scores, along with the rental history damage. Families must split up and are unable to find affordable housing to rent and reunite with the children. They do not know where to ask for help.
- Heart of the City can only help with a percentage of the assistance required, even when partnering with Wilsonville Community Sharing; \$1,500 is the maximum and then those seeking assistance are referred to County resources. Requests for rental assistance are up 56%, so understanding the process is important. Heart of the City depleted its funds rapidly this last year as have other providers, like St. Vincent DePaul, but is concerned for the residents and wants to make sure they receive help by helping them navigate to get resources; however, Heart of the City is still limited in how much it can help.
- The Planning Commission, City Council, and City task force have been looking at housing strategies this past year. Tonight's goal was to discuss issues around rent burden and impacts, but also to discuss ideas and strategies for what the City might consider in the future.
  - Hearing residents' stories has an impact and enables the City and the Commission to see the human side, which is very important and not provided in the data or presentations and provides an opportunity to look at things from a more human perspective to see areas where the Commission can improve citizens' lives.
  - The Commission is considering different options to present to City Council, and everyone is encouraged to stay involved, provide feedback, and continue to participate.
  - Community involvement is extremely valuable as the Commission receives a little local data, but mostly regional and state data. Continued involvement and participation at Planning Commission meetings was encouraged to help educate the Commission so it could make better decisions for the community going forward.
  - City Council should push back on Metro so that Supportive Housing Services Tax revenues Wilsonville residents are paying remains in Wilsonville to help its citizens.
- The main reason for living in Wilsonville is to be closer to family and get to be in Oregon.
- Primarily in Wilsonville because of the schools and being in the I-5 corridor, making commuting convenient for both husband and wife.
- Having a diversity of housing is important and affordable housing is important for the strength of the community. Many people do not understand what a diversity of housing means to the community, so the education and outreach is just as important, so people do

not have misconceptions about what affordable housing means. Addressing these concerns can help the community be more open and positively respond to the benefits to all citizens.

- Having a mixture of different types of people enables people to support and learn from each other, resulting in a healthy happy community.
- Wilsonville provided an ideal environment to start and raise a family; safe, walkable areas to good schools and a stable environment for kids to stay in the same community from birth to graduation, enabling them to grow and leave in a stable way. As a child, they grew up jumping from one rental to another to stay in the same school district.
- In Wilsonville for the schools, because it is a safe, quiet city where one can walk at night and, while it is expensive, affordable housing rents are about the same in other similar cities.
- The main reason for moving to Wilsonville was because of safety, having experienced a lot of crime for years in the previous neighborhood.
- Community events in Wilsonville are a nice size and not overcrowded.
- Housing across from the high school provided independence for kids to participate in things like the robotics program, which operates independently from the school system.
- The City is currently working on a housing strategy for the city called Housing Our Future which will be finalized mid-2025. Learn more at LetsTalkWilsonville.com and contact Ms. Rybold with any questions, ideas, or suggestions.

**Miranda Bateschell, Planning Director**, concluded the work session stating Wilsonville is made strong by its residents. Noting that each Wilsonville resident has their own community and network, she asked attendees to distribute flyers and host conversations about housing in Wilsonville and then document and share the conversations with City Staff to provide better information for Staff and policy makers and foster greater connections within the community.

Staff and service providers were available for questions and further input after the work session.

#### **CALL TO ORDER - ROLL CALL**

**Chair Karr** called the meeting to order at 7:04 pm.

Present: Andrew Karr, Ron Heberlein, Sam Scull, Jennifer Willard, Nicole Hendrix, and Matt Constantine

Excused: Yana Semenova

Staff Present: Daniel Pauly, Miranda Bateschell, Cindy Luxhoj, and Mandi Simmons

#### **PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

#### **CITIZEN INPUT**

Planning Commission Meeting Minutes  
December 11, 2024

Page 3

**Chair Karr** called for citizen input. There was none.

### **ADMINISTRATIVE MATTERS**

2. Consideration of the November 13, 2024 Planning Commission Minutes

The November 13, 2024 Planning Commission minutes were accepted as presented.

### **WORK SESSION**

3. Wilsonville Industrial Land Readiness(Basalt Creek) (Luxhoj)

**Cindy Luxhoj, Associate Planner**, stated the project team was requesting input on more draft work products for the first phase of the Wilsonville Industrial Land Readiness (WILR) project, noting City Council and Planning Commission work sessions on the associated Code amendments would occur January through April with adoption hearings expected in May or June. The documents presented tonight would further inform on what development types are viable under the current and future market conditions and what type of policy interventions would facilitate the development desired in the Basalt Creek area.

**Nicole Underwood, ECO Northwest**, presented the WILR work products via PowerPoint with key comments as follows:

- The Buildable Lands Inventory (BLI) update from the 2018 Basalt Creek Concept Plan provided a revised assessment of developable acres in Basalt Creek and identified lands with existing economic uses that may have redevelopment potential. She reviewed the existing land uses and stated that only 150 of the 453 acres in Basalt Creek were considered vacant, unconstrained buildable acres and therefore, available for development. (Slides 3-7)
- The Site Suitability Analysis and draft Economic Inventory presented in October identified industries likely to be attracted to Basalt Creek. Site competitiveness factors, site specifics and potential uses for the SW Greenhill Site, Craft Industrial Area, and West Railroad opportunity sites were described. (Slides 8-14)
- Redevelopment Feasibility of Existing Contractor Establishments. Though permitted in Washington County, contractor establishments were not consistent with the vision in the Basalt Creek Concept Plan (BCCP) of increased job density ~~with~~ and especially, high wage jobs.
  - She described the modeling used to evaluate the feasibility of development projects, as well as the key findings and considerations, noting the 60% needed increase in rents was a revised estimate from the 33% provided in the memorandum. (Slide 19)
- In conclusion, given the challenges and opportunities, the City may need to use a “hands-on” approach to incentivize urban industrial redevelopment of contractor establishments in Basalt Creek; however, any recommended approach would depend on the City’s desired outcome and risk tolerance. (Slides 15-20)

The project team addressed questions from the Commission and the Commission provided feedback to the team’s questions (Slide 21) as follows:



- **Ms. Underwood** explained the list of potential industries came from the Cleantech Competitive Assessment report, which listed battery storage, and while battery manufacturing was not, it may still align with advanced manufacturing or other site characteristics. She stated she could return with more information.
  - Wind or solar equipment manufacturing was not suitable for the area due to the need for railroad access. The analyses' results were not definitive about which industries would not locate in Basalt Creek; it was just less competitive.
- The 60% increase required in rent costs to encourage property owners to redevelop was an oversimplification of a very complex analysis with many factors; coming up with an exact number to communicate the analysis results had been challenging.
- Additional slides "Results – Low Site Coverage" were displayed showing the current average market rent for urban flex industrial uses was \$9 to \$14 per sq ft and the total range of land and construction costs. With low land/construction costs, rents could be about \$15.50 per sq ft. Using the average of the existing market rents and mid-range land/construction costs, the average rent cost would increase 60%. Key findings were focused around taken a more conservative and more likely, income-based approach to account for the rent revenue owners were already getting.
  - She confirmed property owners were getting an average \$11.50 per sq ft for rent and would need closer to \$25 per sq ft to make redevelopment feasible, making it unlikely that a developer because costs would exceed the project value.
- The City would not likely have any financial leverage or mechanisms to bridge that large of a gap or subsidize the difference in rental income to promote redevelopment.
  - **Ms. Underwood** explained "hands-on" approaches could include site aggregation and determining the City's role in infrastructure, especially in the West Railroad area.
    - The average rent cost of \$9 to \$14 per sq ft was for the I-5 South Corridor area, including Tualatin and Sherwood, based on the Economic Inventory. Given current market dynamics, she confirmed that even those rates were not financially feasible for developers.
    - She displayed an additional slide, "Very High Site Coverage Comps vs Income approach" noting that if the sites developed at 45% site coverage, rather than 20%, and land and infrastructure costs were kept low, required rent cost increases would be less than 60 percent. Low land costs could potentially be facilitated by the City.
    - She confirmed the findings of the Redevelopment Feasibility of Existing Contractor Establishments had only considered redevelopment of existing contractor establishments and did not include vacant land.
    - She agreed the Redevelopment Feasibility analysis presented significant challenges to the City with hurdles the City may not reasonably achieve.
- The construction workforce is aging with people leaving faster than they were entering, alongside increasing costs and supply chain issues. With the infill of the Metro area, contractor laydown yards were being pushed farther out, which also drove up costs. Keeping some contractor establishments in the area is good because it helps keep construction costs a little lower for the overall Metro area.

- While BCCP vision could still be realized someday, this was not the appropriate time given the current urban growth boundary and market conditions.
  - Many trucks could not fit under the 14-ft railroad overcrossing, which would be a huge infrastructure cost. The west side of Basalt Creek was not a viable option.
  - Completing the Craft Industrial and SW Greenhill buildouts may attract higher rents and fund redevelopment.
- **Associate Planner Luxhoj** sought input on whether planning efforts should focus on accommodating and managing contractor establishments versus encouraging and possibly incentivizing relocation in order to realize the vision in Basalt Creek, which had been a consideration while determining Code amendments and Zoning. The City could potentially accommodate contractor establishments by allowing them as a Conditional Use with limitations on expansion, rather than prohibiting contractor establishments and making them non-conforming. Staff recognized the value of contractor establishments to construction in the area and the increasing limitations on where these establishments could be located.
- **Daniel Pauly, Planning Manager**, added another consideration was potential site improvements over time. Often older existing homes are converted to offices or pole barns are constructed, which may not require building permits, and are converted to more intense uses later. How could the City facilitate and encourage improvements and more actively manage how contractor establishments mature over time, and how could these uses occur as quality development in the area? Some contractor establishments were nicely built.
  - He understood the zoning predating Washington County's FD-20 zoning allowed contractor establishments, and when FD-20 was adopted, the County did not want to make contractor establishments legal, non-conforming uses, which facilitated more contractor establishments moving into the area.
- **Miranda Bateschell, Planning Director**, added that since all County regulations applied, one issue is that sometimes the City was not engaged early enough to have any say regarding the potential impacts to Day Rd, potential dedication of right-of-way, etc. or ensuring the proportionality of impacts on the system. The Commission might consider how the County governs contractor establishments versus how the City might potentially facilitate, accommodate, and regulate contractor establishments moving forward, such as impacts to the system, screening standards, or other standards the City might want to regulate.
  - The Basalt Creek area is within the City's urban planning area for which the City had an agreement with the County. The County's FD-20 zoning designation would stay in effect until the City decides to annex the property. In Wilsonville, annexations were typically property-owner initiated. Typically, when developments in the urban planning area need access to services, the land is annexed, and the development would comply with City regulations. If contractor establishments were to be accommodated, ensuring those business types are an allowed use would be important if annexed into the city, which is more about how the property developed, not the use itself, versus having an industrial code in Basalt Creek where contractor establishments were not allowed.
  - Historically, Wilsonville has never annexed an entire area within the urban planning area. In Frog Pond West, each property submitted a development application and was annexed, and undeveloped parcels remained in the County until annexation. With these pre-

existing allowed uses, there is a lot more opportunity for the industrial area in the unincorporated County to develop prior to coming into the city.

- **Associate Planner Luxhoj** added the urban planning area agreement with Washington County could be amended or an intergovernmental agreement (IGA) could be created with Washington County to transfer the planning authority for these properties to the City without annexing the properties, so applications to build or expand a contractor establishments or other uses allowed in FD-20 would be submitted to the City for permitting, which would provide the opportunity to apply the City's standards to the developments. Troutdale had a similar agreement with Multnomah County.
  - **Planning Manager Pauly** noted no conversations had been held yet with Washington County regarding the possibility of creating an intergovernmental agreement.
- **Planning Manager Pauly** explained that typically, rural land is annexed and then developed in Wilsonville, but in other places, existing urban developments approved by Washington County were annexed to the adjacent city. The only specific examples of existing uses being annexed into Wilsonville were churches near the edge of the city limits that had been developed under County zoning and were later surrounded or needed utilities and were annexed into the city.
- Laydown yards did not generally need utility services and were less likely to ask for annexation.
  - **Planning Director Bateschell** agreed, noting contractor establishments often only had a few employees stopping by and the house turned office had septic service, which was sufficient since the property owners could show people were not on the site all the time, and the impact was mostly transportation. Day Rd and Garden Acres are City facilities, so the City wanted to have more input on allowing contractor establishments, which has been a struggle; however, oftentimes the properties were not connecting to water or sewer, so annexation was not triggered.
- Discussions were held previously on possibly annexing a portion of the West Railroad area to redo the railroad crossing and the road so trucks could use that road rather than looping through town
  - **Planning Director Bateschell** noted some property on the south side of Day Rd had been annexed as part of the Coffee Creek Industrial Area. Other properties along Day Rd could be annexed, but not until the zoning was set for the north side of Day Rd. While the City usually waited for property owners to initiate the annexation process, sometimes it was triggered by a request for a utility connection.
- Accommodating and managing contractor establishments made sense to the extent the City could without annexation, but encouraging relocation or redevelopment did not make sense at this time because in the City's big planning scheme, it was not a huge priority; unless the City had a vision for the land and wanted to actively invest in attracting a specific industry to the area.
  - **Planning Director Bateschell** noted with this new information and the passage of time since adopting the BCCP, the current conversations about Basalt Creek could potentially refine the vision to address some of the comments and ideas discussed. The BCCP is a foundation and its broad vision and goals, and guiding principles could still be used. Basalt

Creek was the only industrial area outside of Coffee Creek that was available for the city to grow into as part of its 20-year land supply and was an important consideration in planning and refining the vision for the future of Wilsonville's employment land.

- The City could potentially pursue specific industries with higher rent prices to justify development costs.
  - **Ms. Underwood** noted a high-intensity user like a data center in West Railroad could support infrastructure and lower development costs. Having a development plan for West Railroad that assembled multiple parcels for a much bigger area to impact the development potential would be useful.
  - With that suggestion, it made even more sense to manage the contractor establishments.
- **Ms. Underwood** explained from the analysis, many industries could be ideal for West Railroad, and the City could consider going after a specific industry like general manufacturing, food processing, and perhaps, warehousing and logistics, depending on the railway access, as well as other more advanced manufacturing industries. The mining north of the site could cause some complications or impacts.
  - She recalled Business Oregon and GPI both expressed excitement about Basalt Creek overall, adding City Staff could speak with them and other developers to see who may be interested in the site.
- Support was expressed for accommodating and managing contractor establishments, as the financial realities did not allow any other options and there were many challenges to manage upfront.
- Pursuing an IGA with the County for planning authority was a good idea to have more impact on design and ensure projects met the City's infrastructure requirements. The City should get more control over what the County was allowing contractor establishments to do.
- Wilsonville would be well-suited to keep its current precedent on annexation and continue on an owner-by-owner basis, rather than trying to force annexation.
- The conversation around the regional big picture and bringing in specific industry was appreciated. Perhaps resources were available at the state and federal levels to support bringing different kinds of industry to the Pacific Northwest.
  - **Ms. Underwood** noted the cleantech industries considered in the analysis had already been identified by the Oregon Task Force as having potential in Oregon.
- It was important to look beyond the next five years and not limit the approach to Basalt Creek based on what industry is "hot" right now.
- The infrastructure was a big concern. A lot of work is needed before the area is ready for industrial use. The rail bridge is a huge constraint as industrial uses would use 18-ft trailers and replacing a rail bridge is not inexpensive.

#### 4. CFEC Parking (Pauly)

**Planning Manager Pauly** introduced the State Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standard Reform via PowerPoint, highlighting the legislative background leading to parking reform and parking rules, the City's project goals, and the purpose of the State rules. He described the two compliance phases, noting Parking A was already in

effect, and Parking B must be complied with by June 30, 2025. He highlighted three options for complying with Parking B, parking minimum reform, noting that the budget for this project would not address any of the City's parking management plans. Beyond compliance, the City wanted to consider parking management strategies for current and potential parking congestion that could be addressed as the budget would allow. He invited questions from the Planning Commission, noting work would continue in the coming months with the Commission providing input on the specific options at the next work session,

**Planning Manager Pauly** addressed questions from the Planning Commission as follows:

- Only conduit for electric vehicle charging stations had to be installed, not the actual charging stations.
- If these new guidelines had been applied to existing developments, many of the parking minimums would have been determined by financiers who would not approve loans unless certain minimums were met, as well as developers or marketers who saw benefits to having parking, so most projects would likely have similar amounts of parking with some outliers.
- By June 2025, the City had to make changes to the Development Code to align with Parking A and be in compliance with one of the options to comply with Parking B.
  - Option 1 of Parking B would remove parking minimums from a few additional areas than Parking A and would only affect a small amount of the city. Removing parking minimums as a requirement opened new conversations on parking design components and management strategies.
  - Brian Davis with Studio Davis has done a lot of parking work throughout the state, and he would be at the next Planning Commission work session.
- The CFEC project was being funded by the State, but scope was fairly small, excluding parking management, because the grant amount was minimal. The hope was to find more grant funding or that City Council would budget more funds in the future.
- The CFEC project applied to all properties, commercial and residential, including the potential redevelopment of Fry's or the movie theater where no parking minimums would be required.
- The State had not detailed what would happen if cities did not comply with CFEC, but doing so would likely cause confusion since the Code would conflict with the applicable State law.
  - He confirmed the majority of the city is already encompassed by Parking A; Parking B would clean up the Code to align with existing legislation.

Unlike Option 1 for Parking B, Options 2 and 3 would involve a substantial amount of Code writing and could also potentially require additional Staff to manage with limited applicability.

- The Planning Commission's recommendation about which option to pursue would be presented at a City Council work session in early February.

## INFORMATIONAL

### 5. Frog Pond East and South Infrastructure Funding Plan (Pauly)

**Planning Manager Pauly** noted the Frog Pond East and South Infrastructure Funding Plan had been adopted by Council and the second reading for the Development Code adoption was held December 2<sup>nd</sup>. He presented the Funding Plan via PowerPoint, briefly reviewing the

infrastructure categories and key framework projects, assumptions made regarding infrastructure responsibilities and five-year phasing increments, and the proposed funding plan, including the baseline and alternative funding strategies that would be approved on a case-by-case basis by Council.

**Chair Karr** expressed concern that being included as an Alternative Funding Strategy was not an appropriate use of an urban renewal district. (Slide 10)

**Planning Manager Pauly** clarified the City's Urban Renewal Plan had not prioritized Frog Pond as an urban renewal district, and while it was still a future possibility, it had not been the focus as a funding strategy in Frog Pond.

6. City Council Action Minutes (November 18, 2024) (No staff presentation)
7. 2025 PC Work Program (No staff presentation)

**Planning Manager Pauly** noted the WILR project would be moving into Phase 2, the citywide portion, adding the Planning Commission would finish the housing and CFEC parking and then begin work on the Comprehensive Plan update project.

#### **ADJOURNMENT**

The meeting was adjourned at 8:32 p.m.



**Wilsonville Planning Commission  
Regular Meeting Minutes  
January 8, 2025**

Wilsonville City Hall & Remote Video Conferencing  
<https://www.ci.wilsonville.or.us/meetings/pc>

**CALL TO ORDER - ROLL CALL**

**Chair Karr** called the meeting to order at 6:00 pm.

Present: Andrew Karr, Ron Heberlein, Sam Scull, Nicole Hendrix, and Jennifer Willard

Excused: Yana Semenova and Matt Constantine

Staff Present: Daniel Pauly, Amanda Guile-Hinman, Miranda Bateschell, Kerry Rappold, and Mandi Simmons

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

**Amanda Guile-Hinman, City Attorney**, confirmed the Planning Commission preferred to hold officer elections at its February meeting.

**CITIZEN INPUT**

There was none.

**WORK SESSION**

2. Climate Action Plan (Rappold)

**Kerry Rappold, Natural Resources Manager**, along with **Consultants Hillary Bettie and Maurya Braun of Sustainability Solutions Group (SSG)**, presented the Climate Action Plan via PowerPoint, overviewing its key components, influencing State requirements and Wilsonville plans, project timeline, and public engagement strategy. (Slides 4-12)

- Wilsonville's Greenhouse Gas Inventory results were presented by sector (Slides 13-15), along with two, projected future energy use emission modeling scenarios:
  - Business As Usual (BAU), which only applied changes in population and economic growth, vehicle efficiency standards and climate warming; and
  - Business As Planned (BAP), which builds on the BAU by adding the impact of approved and funded climate policies. (Slides 16-21)
- The Low Carbon (LC) scenario model builds on the BAP by adding measures that would help the City achieve its climate goals; however, the LC was not complete as the project team sought feedback from the Commission on potential low carbon actions first.

- Potential low carbon actions, which could be adjusted based on public feedback, and sample implementation measures were also presented that would help the City further reduce its energy and emissions reductions. (Slides 22-27)

Discussion included feedback from Commissioners about ideas, climate actions, and implementation measures they wanted to see (Slides 26-27) with responses to Commissioner questions from the project team as noted:

- Transportation was the largest emissions sector and only two transportation-related actions were presented, so perhaps more should be explored.
- Mode shifting could be challenging given the big change in lifestyle required; incentives may need to be considered.
- The City needed the infrastructure in place to encourage people to change to different modalities.
- **Natural Resources Manager Rappold** clarified the Open House would be geared toward soliciting input on the proposed actions being discussed tonight by the Commission. The Community Survey gathered perceptions and included lists to see what people would be willing to do. The survey results would be shared with the Commission, as well as the specific questions posed to businesses and industries about what they would be willing to consider to reduce their impact.
- All City departments should be given the opportunity to be involved on the Climate action team.
- The regulations seemed to be coming from the State into the Wilsonville community, but how much of the State's activity was being driven from a Federal perspective, and how would the City navigate the changes anticipated over the next several years? Would the community stay the course in pursuing the identified goals, which would be very fluid.
  - **Consultant Braun** believed the tendency in many communities was to assume the State would achieve a certain amount or that there would be a certain amount of support, or regulatory strength coming from the State. The communities achieving success in climate action planning were taking a grassroots approach, and much could be done at a local level to incentivize the actions discussed. A recent study by the Department of Energy and State of Oregon concluded that the economic impact of the energy transition was positive.
  - The City should be ready to engage in local opportunities to support the changes, especially given the multiple benefits for the community, from better air quality to much lower energy costs for households.
- **Natural Resources Manager Rappold** clarified the goals and requirements would apply to new construction of commercial, residential, and industrial structures, as well as remodeling or additions. The incentives provided to existing owners and occupiers would depend on the extent to which an existing structure was being remodeled. He would consult with the Building Official to see how it might apply.
- Solar incentives were believed to have expired and could be reestablished along with other incentives, like for wind. New construction was a positive step forward, but a lot of opportunities exist in the community for applying ideas.



- Was it possible to model the climate action improvements that would be available without incentivizing the efficiency targets and also with incentivizing efficiency targets to help motivate potentially recruiting funding for those incentives?
  - **Consultant Braun** responded modeling the impacts of incentives themselves was not straightforward as it varied a lot from community to community and based on current energy prices and economic income levels. The team could provide a sense of the cost impacts and savings, as well as some guidance on the levels of incentives in general that motivate people and other factors as the Commission began implementing the Plan.
- The traffic back up on I-5 at the Boone Bridge was a huge contributor to carbon emissions. Modeling showing what emissions improvement, if any, could be expected as a part of an eventual Boone Bridge expansion was suggested. While the improvements could increase trips, if the outcomes reveal that the bridge improvement is Climate Action Plan friendly, it could be used to motivate the State to do the project.
- Having a way to incentivize climate action improvements on existing buildings should be considered as a draft action.
- **Consultant Braun** explained the mode shift percentages (Slide 26) were taken from Tigard and the Clackamas County Climate Action Plan as averages that could potentially be used in the Wilsonville community. The numbers modeled for Tigard and the County were presented as a potential scenario to work toward. The actions were pathways the City could take to get to net zero carbon emissions. The current numbers were a starting point and could be adjusted.
- **Consultant Braun** explained the trips modeled included traffic trips into, out of, and entirely within Wilsonville. The emissions are attributed to the origin of the trip. If the trip started outside Wilsonville, it would not be included in the inventory, and carpool trips were modeled the same way.
- The percentage of trips being carpooled seemed quite large. Were any other communities getting close to 30% currently? Moving from 3% to 7% transit seemed more realistic. Going from a 5% to 30% shift in carpooling would require significant changes in behavior across a wide swath of the community. The draft actions should be achievable even if a bit on the aspirational side.
- The project team did not know what percentage of new building construction currently had solar power; 2050 was the longest possible timeline. While the State's clean energy initiatives should help the City as far as cleaning the grid, putting solar on new buildings would increase the city's ability to withstand power outages, making buildings more resilient. (Slide 27)
- Having a stepping stone, such as 50% solar by 2035, was suggested to help ensure the City was on track. Code changes, like requiring solar PV on all Coffee Creek buildings starting in 2030, could also move the City toward larger percentages. Waiting until 2050 to meet the goals would not be realistic.
  - Requiring solar PV would also impact housing affordability, which the Commission did not want in the immediate future.
- **Natural Resources Manager Rappold** stated the 100% Renewable Natural Gas (RNG) goal might be a challenge, noting the City just finished Wastewater Treatment Master Plan

which was already at \$200 million. Staff's input on the project's feasibility would be required; perhaps the timeline would be extended.

- **Consultant Braun** added a feasibility study would address potentially cheaper technology and the wastewater treatment facility's location. RNG had a lot of value in terms of being able to supply very high heat, particularly to industries that need it. RNG could potentially be sold without the need for natural gas lines at a very good price. RNG was also a way to virtually eliminate wastewater emissions, address issues like fats, oils, and greases burning up motors, provides revenue, and helps the City transition to cleaner future. These changes could be considered at the recently upgraded system's end of the life.
  - The City of Gresham's wastewater treatment plant is emissions positive, taking out more emissions out that it contributes while saving that City about \$400,000 in savings.
- **Consultant Braun** clarified the action to divert 50% of organic waste from landfills by 2030 could be achieved by a reduction in the generation of organic waste or by diverting 50% of the same organic waste stream; it was an implementation question and could be managed either way
- Changing the wording to "50% of organic waste *reduced*/diverted from landfill by 2030" was suggested to show that option was available. (Slide 27)
- The project team clarified the gray boxes on Slide 27 were State initiatives included as placeholders to represent what would assist the City in meeting its low carbon goals. While part of the calculations factoring into the low carbon scenario, the City would not be putting implementation measures in place to achieve them.
- Overall, the Climate Action Plan looked good.
  - Understanding the magnitude of costs to implement each action plan would be helpful so the City could focus on the most cost-effective actions.
  - Knowing how difficult the action plans might be to implement due to technology would also help the City narrow its approach.
  - **Natural Resources Manager Rappold** noted SSG had agreed to work with the City on the magnitude of costs.
- **Consultant Braun** confirmed a multi-pronged attack with concerted efforts across all the actions would be required for Wilsonville to hit 45% reduction by 2035 and 80% by 2050, and many ways the City operates and how citizens get around town would be affected. However, achieving even 95% of the goals would make a huge difference. Pushing hard on the action items would be very beneficial as once the action items start advancing, they would become self-perpetuating.
- The project team confirmed that many surrounding communities were going through a similar exercise, noting Climate Action Plans in Tigard, Clackamas County, and the City of Tualatin. Many communities nationwide were involved in developing Climate Action Plans due to funding that came through from the IRA and more funding was available. The EPA allocated the funding in such a way that the federal administration would have difficulty withdrawing it, which SSG could assist with. Funding was available for things like fee transitions, installing and supporting solar installations, etc.

- **Consultant Braun** explained the result of the City not hitting 45% by 2035 and 80% by 2050 would be significantly increased costs to municipalities, other levels of government, insurance companies, and residences, which SSG called the cost of doing nothing or the social costs of carbon. Approximately seven major insurers had pulled out of California and were unwilling to insure properties there. The sooner things shift, there would be less of an impact.
- **Natural Resources Manager Rappold** explained the 45% by 2035 and 80% by 2050 percentages were from the State Executive Order, which was also reflected in the next work session item.
  - **Planning Manager Pauly** noted the limited amount of staffing resources on the state level, so decisions would be made at the State level about whether to prioritize enforcing housing related code versus climate related code.
- **Consultant Braun** agreed many of the actions would have increased incremental costs upfront; however, that fact was fading fast. For example, renewable energy is now much less expensive generally than fossil fuel energy which has resulted in renewable energy working on its own. States like Texas have shifted toward renewables precisely for that reason. The more that happens, the less capital costs become an issue. The payback for things like building improvements was in the long-term affordability of home or building ownership. While completely eliminating energy costs from a house increases the initial cost of the home by about 4%, the long-term energy savings is tremendous in terms of encouraging affordability. The houses built are not only more affordable, but healthier as well.
- Retrofitting a home for solar can take 15 years to payback; a substantial delta many existing homeowners would not be able to afford. Climate Action Plan goals conflict with the City's affordability housing goals.
- **Natural Resources Manager Rappold** agreed the City's goals would need to be balanced moving forward and the required percentages and wording would need agreed upon as far as requirements for new and existing construction.
- How much consideration for the advancement in technologies and the efficiency improvement in technology is factored into the reduction curve?
  - **Consultant Braun** explained that when doing a financial analysis after completing the low carbon modeling, technological improvements are incorporated into the cost element, noting a reduction in capital costs to reflect the upscaling of operationalizing large-scale manufacturing. However, the efficiencies of new technologies were not factored in; the assumptions included the current efficiencies and lifespans of the technologies being used.
    - The financial analysis was not part of SSG's scope with the City at this time.
    - Having a draft action for implementing new or novel technologies that may be coming was suggested, so the City would have that opportunity going forward.

**Natural Resources Manager Rappold** concluded by highlighting next steps, including opportunities for public engagement, which involved outreach to primary, middle and high

schools and the Open House being held from 6:00 pm to 8:00 pm on January 16<sup>th</sup> in the Willamette River Room at City Hall. Adoption of the Climate Action Plan was expected in June or July. (Slides 29-30)

### 3. CFEC Parking (Pauly)

**Daniel Pauly, Planning Manager**, and **Consultant Brian Davis of Studio Davis** presented the Climate Friendly and Equitable Communities (CFEC) Parking Compliance and Standards Reform via PowerPoint, reviewing the background, goals, and scope of the project, the Parking B compliance options along with Staff's recommendation of Option 1, and the subsequent Development Code amendments anticipated.

Feedback from the Commission was as follows with responses to Commissioner questions as noted:

- **Planning Manager Pauly** agreed to calculate the overall percentages of land involved with the Parking A and B compliance phases, as well as vacant land or land available for development.
- **Consultant Davis** stated the vast majority of cities were going with Option 1 due to the proximity of public transit and administrative difficulties involved with the other options. However, the decision was very context sensitive and politically influenced. Oregon City had a smaller percentage of exempt land area and already had a number of programs required under Option 3 and therefore chose that option. (Slide 9)
- **Planning Director Bateschell** explained Parking A is always based on the frequency of transit routes. As the city expands into Frog Pond East and South and SMART modifies and expands its route to serve those neighborhoods, the extension of that frequent line would modify the ½-mile buffer zone and expand that boundary as the line moves. Similarly, if one of the SMART transit lines running through the industrial area modified its frequency, then there would be a ½-mile buffer around that transit line as well.
  - **Planning Manager Pauly** noted no transit line expansions were planned in the northwest industrial area. The Villebois line could increase in frequency and further lines could be added. The SMART Canby route went by Charbonneau, but it was not as frequent as the cross-town shuttle.
- **Planning Director Bateschell** explained that TriMet's 96 line would not be considered frequent and would not count for Wilsonville. The requirement regarded the frequency of the community and the frequency being served. Wilsonville's SMART service is much more frequent than TriMet's 96 line. The frequency of transit service was the metric established with the Department of Land Conservation and Development (DLCD).
  - At this point in time, the northwest industrial area is served less frequently, but as the city grows and develops into Basalt Creek, the bus lines currently serving Coffee Creek would extend into Basalt Creek, and the map would need to be modified to reflect the changes in the frequency of transit lines and which areas the City could enforce minimum parking standards.

- **Planning Manager Pauly** noted the map would not change much if TriMet’s 96 line was added due to the route essentially already being in the buffer.
- **Consultant Davis** added Options 2 or 3 would result in even more complex City Code for developers to try to understand. Option 1 took any TriMet or SMART variables off the table.
- Option 1 was the easiest, least administrative, and least confusing for future development. The city’s future development would occur in the northwest area as other areas of the city were pretty much built out and minimum parking was not a relevant topic.
- **Planning Manager Pauly** noted that historically, parking had not been a big issue for detached homes or rowhouses, whereas multifamily parking was usually limited regardless of the ½ mile per unit.

The Commission consented to move forward with recommending Option 1 to City Council.

Discussion on the potential Development Code amendments was as follows with responses to Commissioner questions as noted (Slide 13):

- **Consultant Davis** confirmed the ¾ mile radius only applied to transit rail stations and would not impact Town Center, which as a climate friendly area would not be impacted.
  - He confirmed the State requirements on Slide 13 would require modifications to existing Code.
- Encouraging versus prescribing was the general preference, using “should” versus “must”.
- Requiring solar for parking larger than a half-acre was good, but having the fee-in-lieu was uncertain.
- Having maximum parking minimums citywide provided consistency.
- **Consultant Davis** clarified the key element of the flexibility regarding EV/Bike Parking was the words “at least”. The City was required to have conduit for any new parking so at least 40% of the parking spaces could be EV spaces. If the Commission planned to have 100% EVs by a certain year, including that EV requirement in the Code would make sense. The flexibility regarding EVs and bike parking was to allow the City to meet or exceed the 40% requirement.
- Given the certainty around technological advancement, leaving EV/Bike Parking at 40% seemed wise. Getting the city to 100% EV did not seem possible.
- The solar option would encourage more solar, but paying a fee-in-lieu was not ideal.
  - **Consultant Davis** explained the purpose of the fee-in-lieu option was to incentivize not developing parking. If the City set that fee relatively high, the City would have funding to use toward a large parking lot in Town Center, allowing people to park once and frequent multiple businesses. The idea was whether the City wanted to encourage not building parking or building parking that was energy generative, or at least relatively attractive with stormwater facilities and tree canopies to provide shade. He shared Hood River’s experiences with the fee-in-lieu option.
    - Ideally, as little land as possible would be devoted to parking, such as parking structures with solar panels on the roof. Minimum parking requirements had resulted in so many empty parking lots.

- Grace Chapel and Oregon Institute of Technology had a terrific, shared parking agreement.
  - **Planning Manager Pauly** noted City Code allowed shared parking for certain uses within a certain distance, particularly for non-residential uses. Staff had to make findings in the land use approval stating that minimum parking requirements had been met by the shared parking agreement and a condition that the agreement be signed was added so it was a legal binding agreement. He provided background on what lead to the agreement.
- With CFEC, the City would no longer have minimum parking requirements.
- The fee-in-lieu was an interesting option as it supported consolidated parking, which was a great idea.

**Planning Manager Pauly** stated the project team would return in a couple months to get feedback on any updated Code work, adding an event was being organized to get public input.

#### **INFORMATIONAL**

4. City Council Action Minutes (December 2, 2024) (No staff presentation)  
No comments.
5. 2025 PC Work Program (No staff presentation)

**Miranda Bateschell, Planning Director**, explained the Commission's calendar for January was uncertain; however, some things were in flux, such as the housing needs and production strategy work, as well as work on the Climate Action Plan and CFEC projects. Staff was also scoping a revamp of the City's Comprehensive Plan, which had not yet been funded or adopted as part of the work program and budget. At this point, she hoped the Planning Commission would be able to take a break for a month or two next year.

#### **ADJOURNMENT**

The meeting was adjourned at 7:55 p.m.



# PLANNING COMMISSION

## WEDNESDAY, FEBRUARY 12, 2025

### WORK SESSION

3. Wilsonville Industrial Land Readiness (Basalt Creek) (Luxhoj)(60 Minutes)



## PLANNING COMMISSION MEETING STAFF REPORT

<b>Meeting Date:</b> February 12, 2025		<b>Subject: Wilsonville Industrial Land Readiness – Basalt Creek</b>	
		<b>Staff Member:</b> Cindy Luxhoj AICP, Associate Planner, and Dan Pauly AICP, Planning Manager	
		<b>Department:</b> Community Development	
<b>Action Required</b>		<b>Advisory Board/Commission Recommendation</b>	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading Date: <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable <b>Comments:</b> N/A	
<b>Staff Recommendation:</b> Staff recommends Planning Commission provide feedback about technical analyses and land use types related to refinement of the Basalt Creek Concept Plan for Phase 1 of the Wilsonville Industrial Land Readiness project.			
<b>Recommended Language for Motion:</b> N/A			
<b>Project / Issue Relates To:</b> Basalt Creek Concept Plan area			
<input checked="" type="checkbox"/> <b>Council Goals/Priorities:</b> Attract high-quality industry and support economic opportunity for all in Wilsonville	<input checked="" type="checkbox"/> <b>Adopted Master Plan(s):</b> Basalt Creek Concept Plan	<input type="checkbox"/> <b>Not Applicable</b>	

### ISSUE BEFORE COMMISSION

Staff is seeking input from the Planning Commission on technical analyses of natural resources, transportation, and utilities, and conceptual land use types related to refinement of the Basalt Creek Concept Plan for Phase 1 of the Wilsonville Industrial Land Readiness (WILR) project.



## **EXECUTIVE SUMMARY:**

A number of the key reports and studies for Phase 1 of the WILR project, which focused on the Basalt Creek Planning Area (BCPA) have been completed. At past work sessions, Planning Commission has provided input on the Economic Inventory and Land Use Analysis, Buildable Lands Inventory, Site Suitability Analysis, and Analysis of Future Development of Contractor Establishments. In addition to this work, several other technical analyses for Phase 1 have been completed, including the Transportation System Plan Evaluation and Local Street Concept Map by DKS (Attachment 1), Natural Resource Inventory by Pacific Habitat Services (Attachment 2), and Infrastructure Summary by City Engineering staff (Attachment 3). All these documents will inform the final components of Phase 1, which will include drafting of a Basalt Creek Master Plan and subsequent implementing Development Code.

The Basalt Creek Concept Plan (BCCP) established a vision for urbanization of the BCPA consistent with the guiding principles adopted by the Wilsonville and Tualatin during the planning process. Components of the vision included meeting regional responsibility for jobs and housing, capitalizing on the BCPA's assets, protecting existing neighborhoods, maintaining the cities' unique identities, exploring creative approaches to land use, including integration of employment and housing, ensuring appropriate transitions between land uses, and integrating high-quality design and amenities for employment. Further, the BCCP identified preferred land uses across the area, recommended high-level designs for transportation and infrastructure systems to support future development consistent with local, regional and state goals, and set specific action items and implementation measures.

The BCCP map identified land use designations for properties within the BCPA including High-Tech Employment, Craft Industrial, and Light Industrial (Attachment 4). These uses represent a mix of employment development types and include a modest opportunity for live/work housing. The land use types are compatible with adjacent and nearby industrial areas, such as the Coffee Creek Industrial Area, and provide flexibility to meet a range of market demands. The BCCP considered the land use types and uses to be good candidates for the City's Industrial Design Overlay District (form-based Code), adopted in 2018 for the Coffee Creek Industrial Area, should the City decide to extend it north into all or a portion of the BCPA.

One objective of the analyses in Phase 1 of the WILR project was to determine, based on updated information in the key reports and studies, whether the land use types envisioned in the BCCP continue to be the best option, or whether refinements are needed to realize the vision. Staff has prepared a synopsis of the land use types as a basis for discussion (Attachment 4).

### ***Discussion Questions***

During the work session input is requested from the Planning Commission in response to the questions below:

- What input does Planning Commission have in response to the transportation, utility, and natural resources studies?

- What direction does Planning Commission have about the land use types? Do they continue to be the best option, or what refinements are needed to realize the vision of the BCCP?

#### **EXPECTED RESULTS:**

Feedback from Planning Commission will guide next steps in planning for the BCPA, including drafting of a Master Plan and package of proposed Code amendments, developing economic development strategies, and preparing an infrastructure funding plan.

#### **TIMELINE:**

Additional work sessions with the Planning Commission and City Council are anticipated throughout 2025. Public hearings on related Development Code amendments are expected in late 2025, with concurrent work on the infrastructure funding plan and Phase 2 analyses occurring throughout the year.

#### **CURRENT YEAR BUDGET IMPACTS:**

Funding for the first phase of the WILR project is allocated in the FY2024-25 Planning Division budget and, for the second phase, will be allocated in the FY2025-26 budget. The first phase was primarily funded by a \$100,000 grant from Business Oregon, which concluded at the end of 2024, with additional funding available, if needed, from a \$290,000 Metro grant, which also is funding the second project phase.

#### **COMMUNITY INVOLVEMENT PROCESS:**

The Basalt Creek Concept Plan review process included comprehensive community involvement to gather input. For the first phase of the WILR project, ECONorthwest focused on gathering input from Business Oregon, Greater Portland Inc., property owners, and developers, to understand demand for industrial land in Wilsonville as well as property owners' current and future plans for their property. This informed the market, site suitability, and contractor establishment analyses and will be considered in determining appropriate zoning standards to apply and preparing needed Code amendments.

#### **POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:**

Preparing a Basalt Creek Master Plan, adopting appropriate zoning standards, creating an infrastructure funding plan, and identifying and pursuing economic development strategies will remove barriers to development and enable implementation of the Basalt Creek Concept Plan and Master Plan. When developed, Basalt Creek will create jobs, thus contributing to the income and property tax base, support economic mobility for residents through family-wage employment in a highly livable, full-service City, and enable this industrial area to reach its full economic potential, resulting in positive impacts on the greater Wilsonville community.

#### **ALTERNATIVES:**

As the Master Plan, zoning Code amendments, economic development strategies, and an infrastructure funding plan are developed, a number of alternatives will be explored and developed with the Planning Commission and City Council.

**ATTACHMENTS:**

1. Basalt Creek Transportation System Plan Evaluation and Local Street Concept Map
2. Natural Resources Inventory for Basalt Creek
3. Draft Basalt Creek Infrastructure Summary
4. BCCP Synopsis of Land Use Districts



# WILSONVILLE BASALT CREEK PLAN – WILSONVILLE TSP UPDATE EVALUATION

DATE: December 27, 2024

TO: Dan Pauly | City of Wilsonville

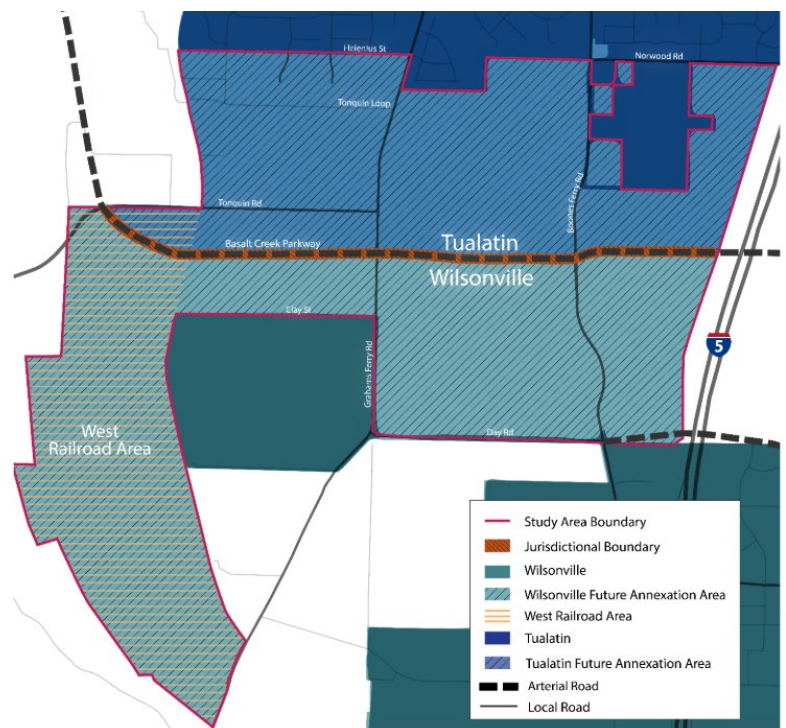
FROM: Jenna Bogert, PE | DKS Associates

SUBJECT: Wilsonville Basalt Creek Plan TSP Evaluation

P#21123-034

## BACKGROUND AND PURPOSE

The Basalt Creek Planning Area (BCPA) is generally located between the southern edge of Tualatin and the northern boundary of Wilsonville (Figure 1). The Basalt Creek Concept Plan was formally adopted by the cities of Tualatin and Wilsonville in August 2018 and provides guidance for future land use and transportation decisions in the BCPA. In April 2019, the City of Wilsonville amended their Transportation System Plan (TSP) to include the key transportation projects from the Concept Plan (Table 1). Many of these projects were already identified in the METRO Regional Transportation Plan (2014) at the time of the development of the Basalt Creek Concept Plan.



**FIGURE 1: BASALT CREEK PLANNING AREA**  
 Source: Basalt Creek Concept Plan (2018)

The purpose of this memorandum is to review the City’s current list of TSP projects related to the BCPA and ensure that the land use assumptions and identified transportation projects are still applicable. Through this review, DKS will identify any new transportation improvement projects that might be needed to further support the current development plan for the BCPA.

## LIST OF WILSONVILLE TSP PROJECTS RELATED TO BASALT CREEK

Table 1 shows the list of Basalt Creek projects that were added or updated in the City's Transportation System Plan (TSP) as part of the 2019 amendment. Refer to Figure 5-3 and Figure 5-8 of the City's TSP for the maps showing these projects.

It should be noted that two more amendments to the TSP have been approved by Council since 2019, an amendment in November 2020 and in May 2023. The amendment in November 2020 was related to the adoption of the City's Town Center Plan and the amendment in May 2023 was related to the adoption of the Frog Pond East & South Master Plan. Neither of these amendments involved any changes to projects in the Basalt Creek Area.

Also noted in Table 1 is whether the project is included in the Metro Regional Transportation Plan (2023). As of December 2024, there were two projects that were included in the Metro RTP that are not included in the current Wilsonville TSP.<sup>1</sup>

- METRO RTP Project #11924, Grahams Ferry Road from Tonquin Road to Day Road, Improve roadway to 5 lanes including sidewalks and bike lanes. Long-Term 2045 Strategic Project List.  
**This project is a more aspirational investment that may need further study. The City should discuss this project internally and with Washington County to determine whether a three-lane or five-lane cross section is preferred on Grahams Ferry Road.**
- METRO RTP Project #12095, Boones Ferry Road-Elligsen Road from 95<sup>th</sup> Avenue to I-5 Interchange Ramps. Improve safety and/or operations with pedestrian crossings, speed feedback signs, transit priority technology, etc. Near-Term 2030 Constrained Project List.

Another project of note in the Metro RTP is the I-5 Boone Bridge and Seismic Improvement Project (#12305). This project would replace Boone Bridge with a seismically resilient structure and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551) interchange and is on the 2045 Long-Term Constrained Project List. Although this project is not directly located in the BCPA, it is anticipated to relieve some level of the current congestion on the I-5 mainline through Wilsonville, which today, often has secondary impacts on traffic congestion at the two Wilsonville I-5 Interchanges, including Boones Ferry Road, Day Road, and Grahams Ferry Road.

---

<sup>1</sup> Link to [map](#) of METRO RTP Projects.

**TABLE 1: BASALT CREEK TSP PROJECTS (2019 TSP AMENDMENT)**

<b>PROJECT #</b>	<b>PROJECT</b>	<b>NOTES</b>
<b>RE-P6</b>	Basalt Creek Parkway Overcrossing of I-5	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
<b>RE-P5</b>	Day Road Overcrossing of I-5 (Boones Ferry Road to Elligsen Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
<b>RE-P15</b>	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
<b>RE-14</b>	Basalt Creek Parkway Extension (Grahams Ferry Road and Boones Ferry Road)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP
<b>RW-04</b>	Boones Ferry Road Widening to Five Lanes (Day Road to Basalt Creek Parkway)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #11487
<b>RW-05</b>	Grahams Ferry Road Widening to Three Lanes (Day Road to Basalt Creek Parkway)	Moved from Additional Planned Project List to Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #10588
<b>SI-07</b>	Boones Ferry Road at I-5 Southbound Ramps (add dual southbound left turn lanes)	New to 2019 Wilsonville TSP, added to High Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP
<b>SI-08</b>	Boones Ferry Road at 95 <sup>th</sup> Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
<b>LT-02</b>	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
<b>LT-03</b>	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

## BASALT CREEK PLANNING AREA GROWTH SINCE 2019 TSP AMENDMENT

Since the Basalt Creek Concept Plan was adopted in 2018, there has been little development within the Basalt Creek Planning Area (BCPA). Approved developments are listed below. These developments will account for approximately 20% of the total anticipated vehicle trips generated by development in the BCPA through 2035 as documented in the Basalt Creek Concept Plan.

- **Autumn Sunrise Subdivision in Tualatin;** consists of 400 single-family homes to be constructed in four phases; phases 1 through 3 are complete or nearly complete which would include 80 townhomes.
- **Plambeck Gardens Apartments in Tualatin;** includes 116 apartment units within two, four-story buildings; buildings are currently under construction
- **Brown Contracting Expansion in Washington County;** Brown Contracting is located at 9675 SW Day Road, just outside of city of Wilsonville city limits. However, the site is accessed via Day Road, which is a city-owned roadway. In May 2024, the property owner submitted a request for a site expansion that included the addition of covered, open-air storage building and a gravel storage expansion. A traffic study indicated that around 100 additional daily vehicle trips were generated by these site expansion changes, which were constructed prior to the traffic study.

Transportation infrastructure projects in the BCPA that have been constructed since 2018 include:

- **Basalt Creek Parkway/124<sup>th</sup> Avenue** Extension between Grahams Ferry Road and Tualatin-Sherwood Road (complete in 2019)

Although 10 years (48%) of the 21-year Basalt Creek Concept planning period (2014 – 2035) has elapsed, only 20% of the anticipated development and transportation infrastructure has been approved/constructed.

Because of this, a re-evaluation of the future 2035 traffic volumes and vehicle operations was not a compelling effort at this time. The best recommendation for the City of Wilsonville at this stage in the development of the BCPA is to continue to track vehicle trips generated by BCPA developments during the land use approval process.

**At this point in time, no additional transportation projects beyond what is in the current TSP are needed to support the planned growth within the BCPA.**

Additionally, the traffic analysis in the Basalt Creek Concept Plan was developed prior to the impacts of COVID-19. Which means that regional and baseline traffic volumes now have a lower 2035 projection as compared to when the Basalt Creek Concept Plan and Wilsonville Transportation System Plan Amendment were adopted. During 2020 and 2021, there was a notable dip in traffic citywide. The traffic volumes on the adjacent roadways had not quite reached pre-COVID-19 levels as of 2023 but appear to be increasing through 2024. See Table 2 below for a summary of traffic counts collected near the Basalt Creek area over the last few years. The dip in traffic that occurred in 2020 and 2021 indicates that there is the potential for more vehicle capacity within the BCPA beyond the analysis and identified transportation projects documented in the Basalt Creek Concept Plan and City of Wilsonville Transportation System Plan.

**TABLE 2: HISTORY OF TRAFFIC VOLUMES NEAR BASALT CREEK PLANNING AREA**

LOCATION	PM PEAK HOUR TRAFFIC VOLUMES			PERCENT CHANGE (2019 TO 2023)
	April/May 2019	March 2023	May 2024	
GRAHAMS FERRY ROAD (NORTH OF DAY RD)	1,520	1,485	1,600	-2%
DAY ROAD (BETWEEN GRAHAMS FERRY RD AND BOONES FERRY RD)	1,150	1,050	-	-8%
BOONES FERRY ROAD (NORTH OF DAY RD)	1,060	960	-	-9%
BOONES FERRY ROAD (SOUTH OF DAY RD)	2,120	2,000	-	-6%

**NON-VEHICLE TSP RECOMMENDATIONS**

The Basalt Creek Concept Plan only identified personal motor vehicle-related projects. Only a high-level evaluation of **transit, freight, pedestrians, and bicycles needs** were documented in the Plan. Therefore, a re-evaluation of these non-personal motor vehicle modes of travel was conducted and the following list of projects have been identified as needed to support the Basalt Creek Planning Area (BCPA) beyond what is already in the Wilsonville Transportation System Plan (TSP).

- Coordinate with SMART to expand transit service (e.g., new routes, bus stops, etc.) to the Basalt Creek Planning Area as it develops.
- Consider an enhanced pedestrian/bicycle crossing of Day Road where the south end of LT-02 (Basalt Creek Canyon Trail) would connect with the north end of the pedestrian/bicycle facilities along the Coffee Creek Supporting Street.
- Consider a trail connection (pedestrian and bicycle only) from Ridder Road north to the future Coffee Creek Supporting Street. Approximately 800 feet in length. Trail alignment would run along the west side of the BPA Substation.

**BASALT CREEK AREA (WILSONVILLE) LOCAL STREET CONCEPT MAP**

DKS identified likely connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. This area is generally bound by Day Road to the south, Tonquin Road to the north, Grahams Ferry Road to the west, and I-5 to the east. A local access plan for the West Railroad planning area was also included on the map. This area is generally bound by Basalt Creek Parkway to the north, Grahams Ferry Road to the south, Coffee Creek to the west, and the UPRR Railroad to the east. Refer to Attachment B for the local street concept map of these areas.

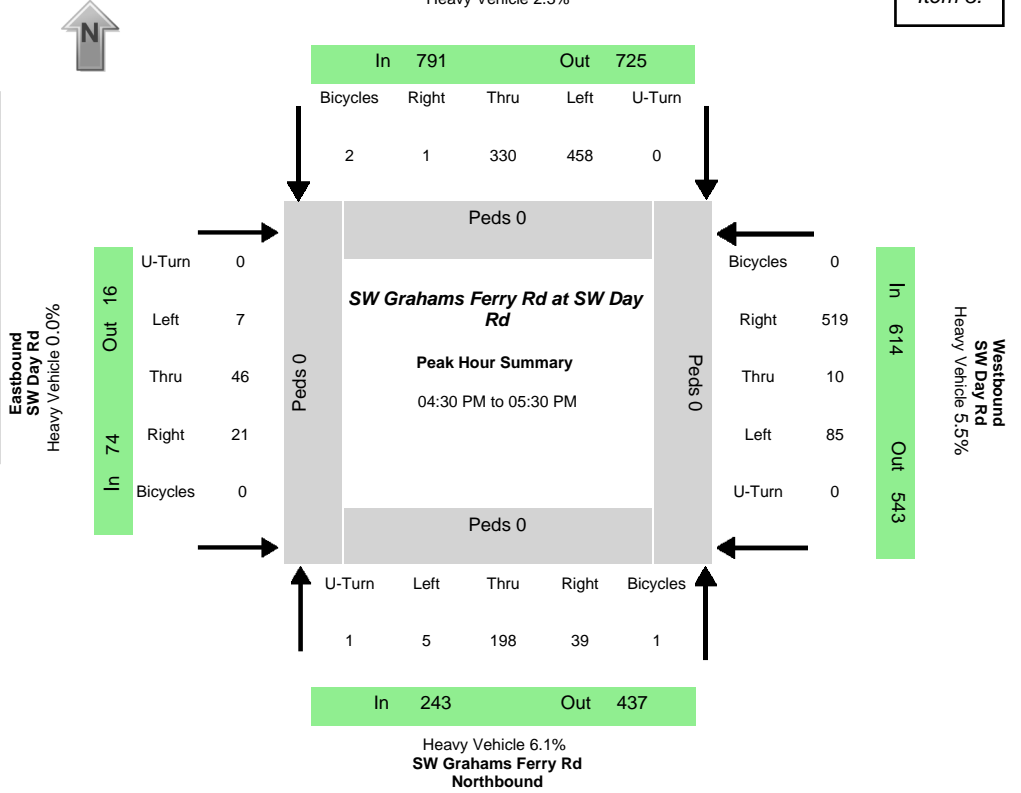


**ATTACHMENTS:**

- A. Traffic Counts
- B. Basalt Creek Local Street Concept Map

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Grahams Ferry Rd
E/W street	SW Day Rd
City, State	Wilsonville OR
Site Notes	
Location	45.340401 - -122.78521
Start Date	Wednesday, May 22, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.91



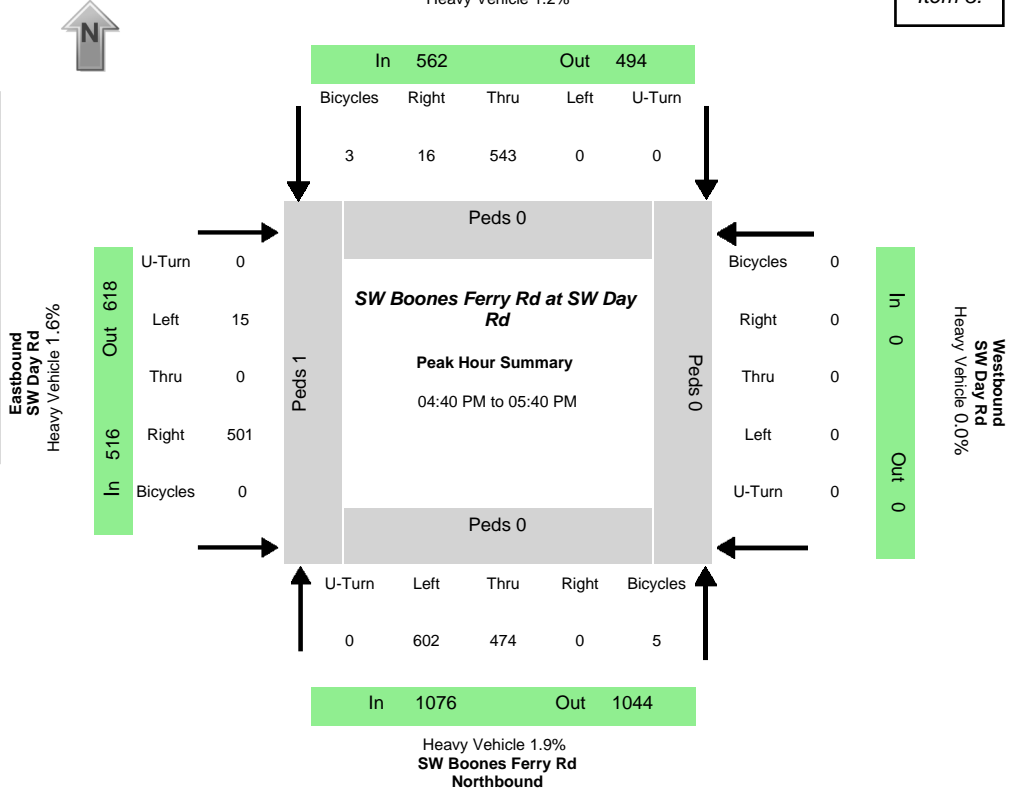
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
5	198	39	1	458	330	1	0	7	46	21	0	85	10	519	0	243	789	74	614	437	724	16	543
Percent Heavy Vehicles																							
0.0%	6.1%	7.7%	0.0%	2.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.5%	0.0%	3.9%	0.0%	6.2%	2.3%	0.0%	5.5%	5.3%	4.4%	0.0%	2.2%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0

Time	Northbound SW Grahams Ferry Rd				Southbound SW Grahams Ferry Rd				Eastbound SW Day Rd				Westbound SW Day Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	5	5	0	38	26	0	0	1	15	8	0	5	0	36	0		
04:05:00 PM	0	23	4	0	34	29	0	0	2	11	4	0	6	0	34	0		
04:10:00 PM	0	21	0	0	47	22	0	0	0	2	3	0	5	0	40	0	426	
04:15:00 PM	0	26	1	0	31	26	1	0	1	4	1	0	6	2	30	0	416	
04:20:00 PM	0	21	3	0	35	28	0	0	0	4	1	0	7	0	33	0	401	
04:25:00 PM	1	15	1	0	40	26	0	0	2	5	0	0	4	1	39	0	395	
04:30:00 PM	0	18	4	0	36	16	0	0	2	13	4	0	9	0	41	0	409	
04:35:00 PM	0	12	8	0	44	21	0	0	1	8	2	0	5	1	38	0	417	
04:40:00 PM	1	21	3	0	37	34	0	0	0	3	2	0	9	0	41	0	434	
04:45:00 PM	0	8	6	0	39	30	0	0	0	3	3	0	6	0	40	0	426	
04:50:00 PM	0	20	1	0	27	34	0	0	0	0	3	0	4	1	33	0	409	
04:55:00 PM	1	17	2	0	34	25	0	0	1	6	1	0	8	1	44	0	398	1653
05:00:00 PM	0	13	5	1	39	29	0	0	1	4	0	0	7	0	43	0	405	1656
05:05:00 PM	1	26	2	0	34	25	0	0	0	0	3	0	5	4	48	0	430	1657
05:10:00 PM	0	21	3	0	48	28	0	0	1	3	1	0	3	1	53	0	452	1679
05:15:00 PM	2	15	2	0	45	33	0	0	0	0	0	0	11	0	52	0	470	1710
05:20:00 PM	0	7	1	0	44	28	0	0	1	1	1	0	9	1	35	0	450	1706
05:25:00 PM	0	20	2	0	31	27	1	0	0	5	1	0	9	1	51	0	436	1720
05:30:00 PM	0	7	6	0	40	26	0	0	0	1	0	0	3	1	34	0	394	1695
05:35:00 PM	0	9	3	0	34	23	0	0	1	3	1	0	6	4	41	0	391	1680
05:40:00 PM	0	12	2	0	62	26	1	0	2	2	1	0	2	1	41	0	395	1681
05:45:00 PM	0	11	4	0	48	29	1	0	0	1	0	0	4	3	34	0	412	1681
05:50:00 PM	2	15	3	0	28	22	0	0	0	1	1	0	3	4	36	0	402	1673
05:55:00 PM	0	14	2	0	16	11	0	0	0	0	0	0	0	0	0	0	339	1622

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Boones Ferry Rd
E/W street	SW Day Rd
City, State	Wilsonville OR
Site Notes	
Location	45.340357 - -122.773641
Start Date	Wednesday, April 03, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.94



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
602	474	0	0	0	543	16	0	15	0	501	0	0	0	0	0	1076	559	516	0	1044	489	618	0
Percent Heavy Vehicles																							
2.8%	0.8%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	1.3%	1.6%	0.0%	1.4%	0.8%	2.8%	0.0%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	0	8	0	0	1	0	1

Time	Northbound SW Boones Ferry Rd				Southbound SW Boones Ferry Rd				Eastbound SW Day Rd				Westbound SW Day Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	33	28	0	0	0	32	3	0	2	0	55	0	0	0	0	0		
04:05:00 PM	48	35	0	0	0	31	1	0	2	0	47	0	0	0	0	0		
04:10:00 PM	34	25	0	0	0	54	2	0	2	0	39	0	0	0	0	0	473	
04:15:00 PM	45	37	0	0	0	44	0	0	2	1	49	0	0	0	0	0	498	
04:20:00 PM	41	36	0	0	0	59	6	0	3	0	45	0	0	0	0	0	524	
04:25:00 PM	47	20	0	0	0	55	0	0	0	0	32	0	0	0	0	0	522	
04:30:00 PM	56	26	0	0	0	49	2	0	2	0	42	0	0	0	0	0	521	
04:35:00 PM	32	33	0	0	0	37	1	0	1	0	33	0	0	0	0	0	468	
04:40:00 PM	51	27	0	0	0	45	1	0	2	0	43	0	0	0	0	0	483	
04:45:00 PM	35	44	0	0	0	48	2	0	2	0	46	0	0	0	0	0	483	
04:50:00 PM	59	44	0	0	0	49	2	0	1	0	51	0	0	0	0	0	552	
04:55:00 PM	49	34	0	0	0	42	0	0	1	0	32	0	0	0	0	0	541	2019
05:00:00 PM	47	35	0	0	0	47	0	0	1	0	31	0	0	0	0	0	525	2027
05:05:00 PM	57	45	0	0	0	50	0	0	0	0	34	0	0	0	0	0	505	2049
05:10:00 PM	46	40	0	0	0	60	2	0	0	0	40	0	0	0	0	0	535	2081
05:15:00 PM	48	40	0	0	0	49	1	0	2	0	43	0	0	0	0	0	557	2086
05:20:00 PM	42	52	0	0	0	40	2	0	1	0	46	0	0	0	0	0	554	2079
05:25:00 PM	59	46	0	0	0	31	3	0	2	0	63	0	0	0	0	0	570	2129
05:30:00 PM	61	31	0	0	0	44	2	0	2	0	37	0	0	0	0	0	564	2129
05:35:00 PM	48	36	0	0	0	38	1	0	1	0	35	0	0	0	0	0	540	2151
05:40:00 PM	38	37	0	0	0	29	0	0	2	0	38	0	0	0	0	0	480	2126
05:45:00 PM	41	37	0	0	0	25	2	0	5	0	46	0	0	0	0	0	459	2105
05:50:00 PM	29	30	0	0	0	26	2	0	0	0	31	0	0	0	0	0	418	2017
05:55:00 PM	33	39	0	0	0	41	0	0	0	0	31	0	0	0	0	0	415	2000



(303) 216-2439  
www.alltrafficdata.net

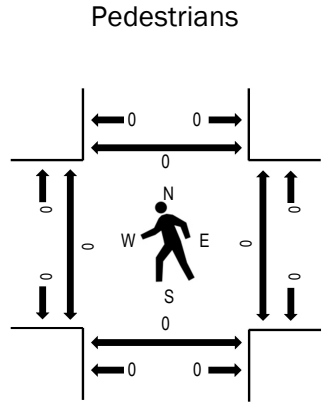
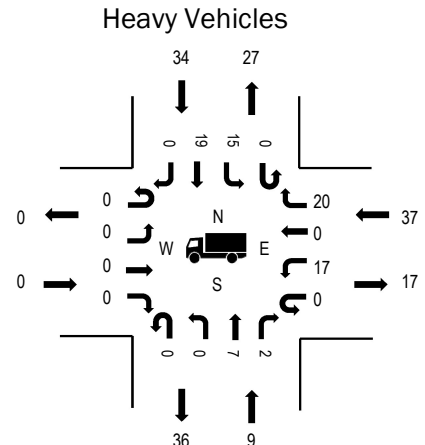
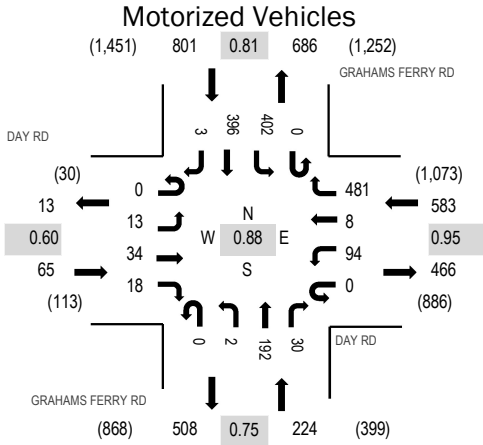
Location: 1 GRAHAMS FERRY RD & DAY RD PM

Date: Tuesday, March 7, 2023

Peak Hour: 04:10 PM - 05:10 PM

Peak 15-Minutes: 04:20 PM - 04:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.60
WB	6.3%	0.95
NB	4.0%	0.75
SB	4.2%	0.81
All	4.8%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD Eastbound				DAY RD Westbound				GRAHAMS FERRY RD Northbound				GRAHAMS FERRY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	2	1	0	4	3	45	0	0	7	3	0	45	28	1	142	1,654
4:05 PM	0	6	9	5	0	7	0	34	0	1	27	2	0	15	19	0	125	1,659
4:10 PM	0	1	7	0	0	6	1	32	0	0	25	5	0	39	32	2	150	1,673
4:15 PM	0	3	5	2	0	7	0	33	0	0	18	1	0	37	24	1	131	1,638
4:20 PM	0	4	5	1	0	9	0	42	0	0	14	6	0	29	51	0	161	1,669
4:25 PM	0	0	2	2	0	6	0	53	0	0	18	4	0	32	42	0	159	1,630
4:30 PM	0	1	5	4	0	8	2	36	0	0	6	1	0	45	50	0	158	1,573
4:35 PM	0	1	2	5	0	6	0	42	0	0	30	3	0	32	23	0	144	1,524
4:40 PM	0	2	1	2	0	9	1	27	0	0	20	2	0	24	30	0	118	1,458
4:45 PM	0	0	1	2	0	12	0	52	0	0	8	2	0	32	23	0	132	1,448
4:50 PM	0	0	3	0	0	11	2	42	0	1	20	1	0	32	26	0	138	1,424
4:55 PM	0	1	3	0	0	7	1	32	0	0	7	1	0	20	24	0	96	1,390
5:00 PM	0	0	0	0	0	6	0	50	0	0	12	2	0	36	41	0	147	1,382
5:05 PM	0	0	0	0	0	7	1	40	0	1	14	2	0	44	30	0	139	
5:10 PM	0	0	3	1	0	9	0	35	0	0	10	1	0	38	18	0	115	
5:15 PM	0	1	2	2	0	7	0	49	0	0	15	5	0	50	30	1	162	
5:20 PM	0	2	1	0	0	4	2	31	0	0	11	0	0	39	32	0	122	
5:25 PM	0	1	0	0	0	3	1	39	0	0	6	5	0	27	20	0	102	
5:30 PM	0	0	0	0	0	4	1	35	0	1	14	1	0	26	27	0	109	
5:35 PM	0	1	1	1	0	7	2	17	0	0	10	1	0	18	20	0	78	
5:40 PM	0	1	1	0	0	9	1	30	0	0	13	3	0	29	21	0	108	
5:45 PM	0	0	1	0	0	3	2	31	0	1	10	2	0	37	21	0	108	
5:50 PM	0	1	2	0	0	9	0	27	0	0	15	3	0	26	21	0	104	
5:55 PM	0	0	0	0	0	7	0	32	0	0	7	1	0	21	20	0	88	
Count Total	0	29	56	28	0	167	20	886	0	5	337	57	0	773	673	5	3,036	
Peak Hour	0	13	34	18	0	94	8	481	0	2	192	30	0	402	396	3	1,673	

**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk**

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	5	5	13	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	4	3	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	6	6	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	2	2	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	5	2	7	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	4	3	9	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	3	2	7	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	4	4	9	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	2	3	3	8	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	6	0	6	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	3	6	10	4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0
4:55 PM	0	1	2	2	5	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	4	2	6	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	1	2	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	2	1	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	5	2	7	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	3	1	4	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	2	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	4	2	1	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	2	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	2	1	3	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	1	3	4	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	2	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	17	64	57	138	Count Total	0	0	0	1	1	Count Total	0	0	0	0	0
Peak Hour	0	9	37	34	80	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



Location: 2 BOONES FERRY RD & DAY RD PM

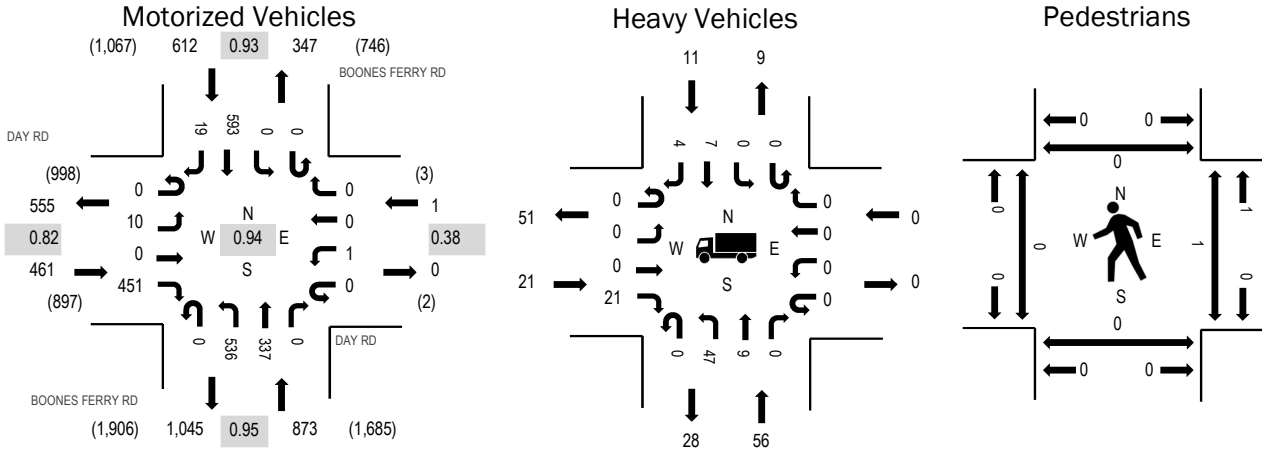
Item 3.

Date: Tuesday, March 7, 2023

Peak Hour: 04:25 PM - 05:25 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.6%	0.82
WB	0.0%	0.38
NB	6.4%	0.95
SB	1.8%	0.93
All	4.5%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	DAY RD Eastbound				DAY RD Westbound				BOONES FERRY RD Northbound				BOONES FERRY RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	29	0	0	0	0	0	34	25	0	0	0	42	1	131	1,890
4:05 PM	0	0	2	46	0	0	0	0	0	30	30	0	0	0	42	1	151	1,925
4:10 PM	0	2	0	39	0	0	0	0	0	38	41	0	0	0	38	2	160	1,931
4:15 PM	0	1	0	40	0	0	0	2	0	38	30	0	0	0	26	3	140	1,937
4:20 PM	0	1	0	38	0	0	0	0	0	53	31	0	0	0	33	2	158	1,941
4:25 PM	0	1	0	43	0	0	0	0	0	41	29	0	0	0	50	2	166	1,947
4:30 PM	0	0	0	33	0	0	0	0	0	53	25	0	0	0	57	1	169	1,930
4:35 PM	0	0	0	30	0	0	0	0	0	36	24	0	0	0	51	3	144	1,904
4:40 PM	0	0	0	25	0	1	0	0	0	53	31	0	0	0	41	2	153	1,891
4:45 PM	0	1	0	40	0	0	0	0	0	47	23	0	0	0	59	2	172	1,877
4:50 PM	0	1	0	42	0	0	0	0	0	50	33	0	0	0	56	0	182	1,856
4:55 PM	0	2	0	36	0	0	0	0	0	53	32	0	0	0	41	0	164	1,795
5:00 PM	0	2	0	45	0	0	0	0	0	45	27	0	0	0	45	2	166	1,762
5:05 PM	0	0	0	36	0	0	0	0	0	41	34	0	0	0	44	2	157	
5:10 PM	0	1	0	38	0	0	0	0	0	42	37	0	0	0	46	2	166	
5:15 PM	0	2	0	31	0	0	0	0	0	37	23	0	0	0	49	2	144	
5:20 PM	0	0	0	52	0	0	0	0	0	38	19	0	0	0	54	1	164	
5:25 PM	0	0	0	43	0	0	0	0	0	42	31	0	0	0	32	1	149	
5:30 PM	0	2	0	48	0	0	0	0	0	28	29	0	0	0	36	0	143	
5:35 PM	0	1	0	23	0	0	0	0	0	38	29	0	0	0	39	1	131	
5:40 PM	0	1	0	30	0	0	0	0	0	24	38	0	0	0	45	1	139	
5:45 PM	0	2	0	38	0	0	0	0	0	32	40	0	0	0	36	3	151	
5:50 PM	0	1	0	26	0	0	0	0	0	33	25	0	0	0	35	1	121	
5:55 PM	0	1	0	22	0	0	0	0	0	37	36	0	0	0	35	0	131	
Count Total	0	22	2	873	0	1	0	2	0	963	722	0	0	0	1,032	35	3,652	
Peak Hour	0	10	0	451	0	1	0	0	0	536	337	0	0	0	593	19	1,947	

Item 3.

**Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk**

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	7	0	0	9	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	6	3	0	2	11	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	4	2	0	0	6	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	7	8	0	0	15	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	2	8	0	1	11	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	6	0	1	8	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	6	0	1	8	4:30 PM	0	0	0	2	2	4:30 PM	0	0	0	0	0
4:35 PM	2	5	0	4	11	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	7	0	2	9	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	2	5	0	1	8	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
4:50 PM	1	4	0	0	5	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	2	6	0	1	9	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	5	3	0	0	8	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	3	2	0	0	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	2	0	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	6	0	0	7	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	3	4	0	1	8	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	3	3	0	1	7	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	1	3	0	1	5	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	1	0	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	3	6	0	1	10	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	1	0	2	4	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	2	5	0	0	7	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	53	104	0	20	177	Count Total	0	0	0	2	2	Count Total	0	0	1	0	1
Peak Hour	21	56	0	11	88	Peak Hour	0	0	0	2	2	Peak Hour	0	0	1	0	1



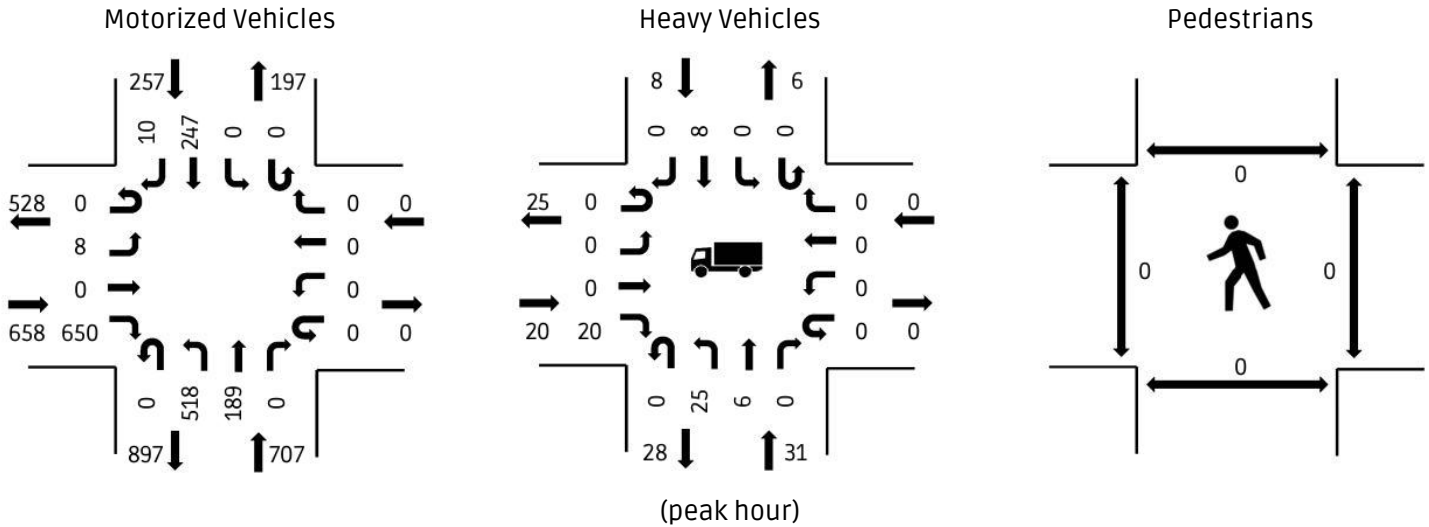
Location: Grahams Ferry Rd & Basalt Creek Parkway

Date: 2024-05-01

Peak Hour Start: 04:15 PM

Peak 15 Minute Start: 04:35 PM

Peak Hour Factor: 0.9



All Vehicle Volumes

Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	47	22	0	0	0	0	14	2	0	0	0	0	46	0	0	0	0	0	0	0		
04:05:00 PM	47	14	0	0	0	0	13	1	0	0	1	0	63	0	0	0	0	0	0	0		
04:10:00 PM	29	15	0	0	0	0	22	1	0	0	2	0	65	0	0	0	0	0	0	0	404	
04:15:00 PM	50	18	0	0	0	0	14	0	0	0	1	0	61	0	0	0	0	0	0	0	417	
04:20:00 PM	34	18	0	0	0	0	17	1	0	0	0	0	60	0	0	0	0	0	0	0	408	
04:25:00 PM	40	13	0	0	0	0	30	1	0	0	0	0	42	0	0	0	0	0	0	0	400	
04:30:00 PM	44	11	0	0	0	0	25	1	0	0	0	0	37	0	0	0	0	0	0	0	374	
04:35:00 PM	55	17	0	0	0	0	21	0	0	0	1	0	72	0	0	0	0	0	0	0	410	
04:40:00 PM	44	21	0	0	0	0	15	1	0	0	1	0	64	0	0	0	0	0	0	0	430	
04:45:00 PM	48	7	0	0	0	0	20	0	0	0	0	0	64	0	0	0	0	0	0	0	451	
04:50:00 PM	33	13	0	0	0	0	26	2	0	0	3	0	32	0	0	0	0	0	0	0	394	
04:55:00 PM	44	14	0	0	0	0	9	1	0	0	2	0	52	0	0	0	0	0	0	0	370	1604
05:00:00 PM	34	21	0	0	0	0	16	1	0	0	0	0	48	0	0	0	0	0	0	0	351	1593
05:05:00 PM	46	18	0	0	0	0	26	2	0	0	0	0	50	0	0	0	0	0	0	0	384	1596
05:10:00 PM	46	18	0	0	0	0	28	0	0	0	0	0	68	0	0	0	0	0	0	0	422	1622
05:15:00 PM	46	14	0	0	0	0	10	0	0	0	0	0	50	0	0	0	0	0	0	0	422	1598
05:20:00 PM	44	11	0	0	0	0	8	1	0	0	1	0	51	0	0	0	0	0	0	0	396	1584
05:25:00 PM	43	13	0	0	0	0	11	0	0	0	1	0	48	0	0	0	0	0	0	0	352	1574
05:30:00 PM	38	16	0	0	0	0	13	1	0	0	1	0	38	0	0	0	0	0	0	0	339	1563
05:35:00 PM	49	12	0	0	0	0	15	0	0	0	0	0	41	0	0	0	0	0	0	0	340	1514
05:40:00 PM	31	13	0	0	0	0	10	0	0	0	0	0	47	0	0	0	0	0	0	0	325	1469
05:45:00 PM	40	9	0	0	0	0	13	0	0	0	0	0	48	0	0	0	0	0	0	0	328	1440
05:50:00 PM	35	14	0	0	0	0	8	1	0	0	0	0	37	0	0	0	0	0	0	0	306	1426
05:55:00 PM	22	12	0	0	0	0	11	1	0	0	1	0	30	0	0	0	0	0	0	0	282	1381



Car Volumes

Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	47	21	0	0	0	0	14	1	0	0	0	0	45	0	0	0	0	0	0	0		
04:05:00 PM	47	14	0	0	0	0	13	1	0	0	1	0	61	0	0	0	0	0	0	0		
04:10:00 PM	29	14	0	0	0	0	21	1	0	0	2	0	64	0	0	0	0	0	0	0	396	
04:15:00 PM	50	18	0	0	0	0	14	0	0	0	1	0	59	0	0	0	0	0	0	0	410	
04:20:00 PM	34	17	0	0	0	0	17	1	0	0	0	0	58	0	0	0	0	0	0	0	400	
04:25:00 PM	40	13	0	0	0	0	29	1	0	0	0	0	41	0	0	0	0	0	0	0	393	
04:30:00 PM	44	9	0	0	0	0	25	1	0	0	0	0	34	0	0	0	0	0	0	0	364	
04:35:00 PM	55	16	0	0	0	0	19	0	0	0	1	0	72	0	0	0	0	0	0	0	400	
04:40:00 PM	44	21	0	0	0	0	15	1	0	0	1	0	64	0	0	0	0	0	0	0	422	
04:45:00 PM	48	7	0	0	0	0	19	0	0	0	0	0	59	0	0	0	0	0	0	0	442	
04:50:00 PM	33	13	0	0	0	0	23	2	0	0	3	0	31	0	0	0	0	0	0	0	384	
04:55:00 PM	44	14	0	0	0	0	9	1	0	0	2	0	51	0	0	0	0	0	0	0	359	1570
05:00:00 PM	34	20	0	0	0	0	16	1	0	0	0	0	47	0	0	0	0	0	0	0	344	1560
05:05:00 PM	46	17	0	0	0	0	25	2	0	0	0	0	48	0	0	0	0	0	0	0	377	1561
05:10:00 PM	46	18	0	0	0	0	28	0	0	0	0	0	66	0	0	0	0	0	0	0	414	1588
05:15:00 PM	46	14	0	0	0	0	10	0	0	0	0	0	49	0	0	0	0	0	0	0	415	1565
05:20:00 PM	44	10	0	0	0	0	8	1	0	0	1	0	49	0	0	0	0	0	0	0	390	1551
05:25:00 PM	43	13	0	0	0	0	11	0	0	0	1	0	46	0	0	0	0	0	0	0	346	1541
05:30:00 PM	38	15	0	0	0	0	13	1	0	0	1	0	38	0	0	0	0	0	0	0	333	1534
05:35:00 PM	49	12	0	0	0	0	15	0	0	0	0	0	41	0	0	0	0	0	0	0	337	1488
05:40:00 PM	31	12	0	0	0	0	10	0	0	0	0	0	46	0	0	0	0	0	0	0	322	1441
05:45:00 PM	40	8	0	0	0	0	13	0	0	0	0	0	46	0	0	0	0	0	0	0	323	1415
05:50:00 PM	35	14	0	0	0	0	8	1	0	0	0	0	36	0	0	0	0	0	0	0	300	1404
05:55:00 PM	22	11	0	0	0	0	9	1	0	0	1	0	29	0	0	0	0	0	0	0	274	1356

Truck Volumes

Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
04:10:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	12	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	12	
04:20:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	
04:25:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	
04:30:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	
04:35:00 PM	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:40:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
04:45:00 PM	5	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	18	
04:50:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	19	
04:55:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	19	58
05:00:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	58
05:05:00 PM	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	13	60
05:10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	13	59
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	56
05:20:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	55
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	54
05:30:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	49
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	46
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	45
05:45:00 PM	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	10	41
05:50:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	39
05:55:00 PM	3	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	17	43

Bike Volumes

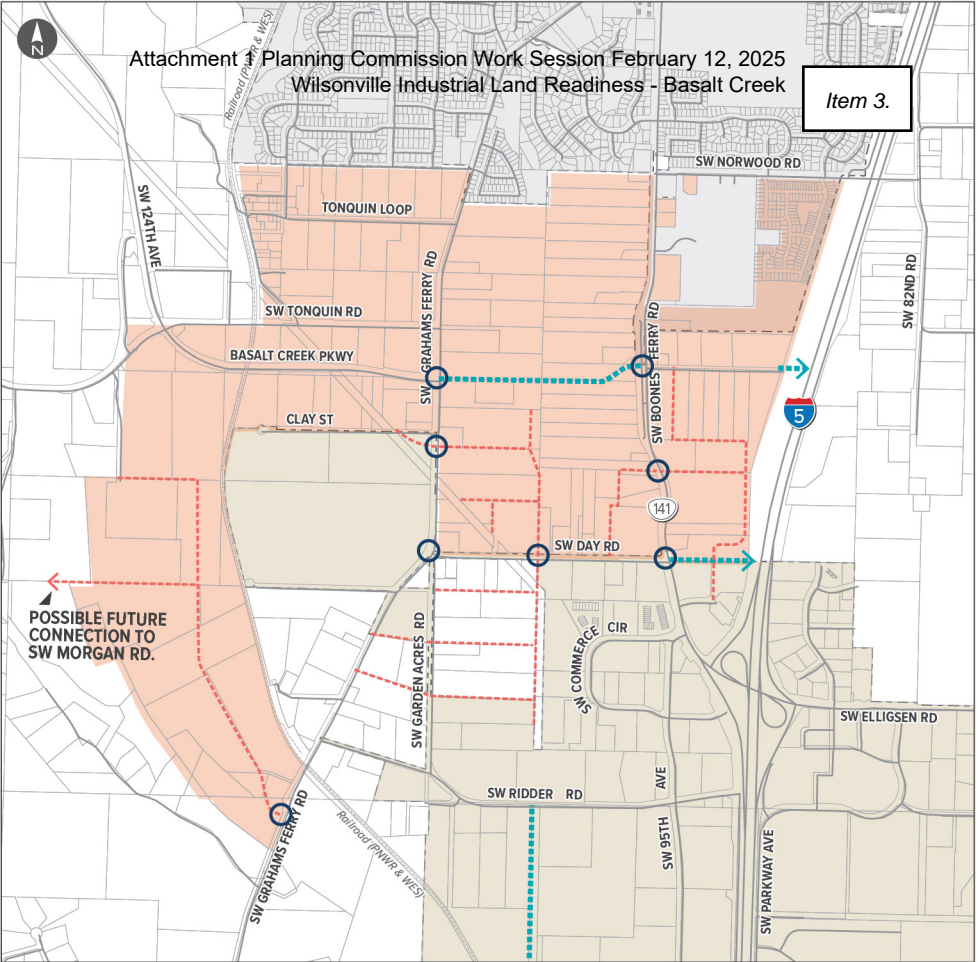
Time	NB (Grahams Ferry Rd)					SB (Grahams Ferry Rd)					EB (Basalt Creek Parkway)					WB (Basalt Creek Parkway)					Totals	
	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
	NB	SB	EB	WB	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Attachment 4 Planning Commission Work Session February 12, 2025  
 Wilsonville Industrial Land Readiness - Basalt Creek

Item 3.



POSSIBLE FUTURE CONNECTION TO SW MORGAN RD.

- BASALT CREEK PLANNING AREA
- PROPOSED ARTERIAL
- PROPOSED LOCAL STREET

- TAX LOTS
- TUALATIN CITY LIMITS

KEY INTERSECTION

Planning Commission Meeting, February 12, 2025  
 Wilsonville Industrial Land Readiness (Basalt Creek)

Intersections are fixed alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.



**Pacific Habitat Services, Inc.**  
**9450 SW Commerce Circle, Suite 180**  
**Wilsonville, Oregon 97070**

**Telephone number: (503) 570-0800**

**Fax number: (503) 570-0855**

**Date: November 26, 2024**

**To: Kerry Rappold**  
**City of Wilsonville**

**From: Carlee Michelson, PWS, and John van Staveren, SPWS**

**RE: Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville**

Pacific Habitat Services (PHS) conducted an inventory of wetlands, tree groves and riparian areas within the Basalt Creek planning area during the summer of 2024. The City of Wilsonville is conducting an industrial land readiness study that will inform zoning Code amendments and an infrastructure funding plan to enable future development as envisioned in the Basalt Creek Concept Plan area (BCPA). A component of this analysis is updating the Buildable Lands Inventory, including identifying natural resources in compliance with Statewide Planning Goal 5. This memorandum describes the inventory methodology for identifying these resources within the BCPA.

**Public Involvement:** Prior to beginning the inventory field work, all landowners were contacted in person, or received a phone call or email from the City of Wilsonville describing the project and asking permission to enter their property. Right of access was granted to PHS by landowner permission only. The properties of those not responding were not accessed. Access information was collected in a database by the City of Wilsonville and provided to PHS to coordinate directly with landowners for site access.

**Inventory Methodology:** Within the study area PHS determined the location of all wetlands regardless of size or quality. All mapped wetlands accompanied with an on-site visit were determined by application of the Routine On-site Determination method, as described in the *Corps of Engineers Wetland Delineation Manual, Wetlands Research Program Technical Report Y 87 1* (“The 1987 Manual”) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region*. The quality/condition of any wetland greater than 0.5 acre was assessed for significance criteria by applying a characterization tool called the Oregon Freshwater Wetland Assessment Methodology (OFWAM).

**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**  
**Pacific Habitat Services, Inc.**  
**November 26, 2024**

The inventory also required the identification and mapping of upland tree groves and riparian areas. General vegetation composition within the riparian corridors was recorded, along with an evaluation of slopes within the corridor reach, which when greater than 25% requires a 50-foot offset from the break in slope. This information was used to evaluate the Riparian Corridor Type, as described in Wilsonville Municipal Code Section 4.139- Significant Resource Overlay Zone (SROZ) Ordinance.

The boundaries of tree groves were identified and mapped based upon the limits of the drip line of trees within the BCPA, as based on recent aerial photographs. Best effort was made to exclude areas that exist as part of a landscaped residence, which likely does not contribute to forested habitat connectivity, but may be adjacent to these habitats.

**Routine Off-site Determination:** Prior to beginning field work, off-site mapping was reviewed to determine the approximate location of wetland boundaries based on available information. This information included the USGS topographic quadrangles, Natural Resource Conservation Service (NRCS) agronomic soil survey maps, the National Wetlands Inventory maps, City of Wilsonville 1999 Local Wetland Inventory (outside of the BCPA), aerial photographs, the existing City of Wilsonville Significant Resource Overlay Zone (SROZ) maps, and a Department of State Lands (DSL) review of any past wetland delineations or permits taking place within the BCPA.

**Routine On-site Determination:** Where property access permission was granted, on-site observation and inspection of soils, vegetation, and hydrology were made. Soil profiles were examined for hydric soils and wetland hydrology field indicators. A visual percent-cover estimate of the dominant species of the plant community for a maximum 30-foot radius was also made at each observation point. Though numerous observations and excavations were made to determine wetland boundaries in the field, no flagging of boundaries was completed.

**Wetland Quality Assessment:** To evaluate significance criteria of each wetland greater than 0.5 acres, the OFWAM assessment was utilized. OFWAM evaluates the following ecological functions, where if one of the four is intact- a “Locally Significant Wetland” criteria (OAR 141-0860350) is met: diverse wildlife habitat, intact fish habitat, intact water quality, or intact hydrologic control.

**Results**

**Wetlands:** The inventory identified approximately 59.02 acres of potentially jurisdictional wetlands within the BCPA. These wetlands and their codes are listed below.

**Table 1. Wetland Overview**

Wetland Code	Area (acres)	Potentially Significant
BC-1	19.58	Yes
	0.03	
BC-2	5.46	Yes
	31.54	
BC-3	1.61	No
BC-4a	0.01	n/a
BC-4b	0.04	n/a

**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**  
**Pacific Habitat Services, Inc.**  
**November 26, 2024**

<b>Wetland Code</b>	<b>Area (acres)</b>	<b>Potentially Significant</b>
BC-4c	0.02	n/a
BC-4d	0.25	n/a
BC-4e	0.07	n/a
BC-4f	0.01	n/a
BC-4g	0.02	n/a
BC-4h	0.19	n/a
BC-5	0.05	n/a
BC-6	0.09	n/a
BC-7	0.02	n/a
BC-8	0.03	n/a
<b>Total</b>	<b>59.02</b>	<b>56.61</b>

BC = Basalt Creek

As shown, Wetlands BC-1 and BC-2 meet significance criteria as shown in the OFWAM results included with this memorandum. Wetland BC-1, which is a wetland complex surrounding Tapman Creek in the eastern study area, provides diverse wildlife habitat with a hydrologic control function intact. Wetland BC-2 is a wetland complex surrounding Coffee Lake Creek in the western study area. This complex also maintains an intact hydrologic control function and has a surface water connection to downstream waters that provide habitat for indigenous anadromous salmonids at the confluence with the Willamette River.

Wetland BC-3 is an excavated shallow pond and was evaluated under ORWAP due the size of the wetland- which is greater than 0.5 acres. The wetland did not meet significance criteria.

Wetlands BC-4a-h are remnants of what was likely a historic drainage, but residual portions of this feature now function as a wetland and have been hydrologically segregated in some areas and piped in others. This feature has a small remnant stream portion with corresponding riparian area that connects to Coffee Lake Creek.

All other wetland features are not locally significant, and either shallow wetland swales identified through topography, mapped hydric soils, mapped historic wetlands, and historical aerial imagery, and/or they are wetland features visible from nearby roadways and properties with public access.

**Streams:** Two major stream systems exist within the Basalt Creek (BC) study area, Tapman Creek (BC-TC), and Coffee Lake Creek (BC-CLC). A small tributary extends into Coffee Lake Creek as well (BC-CLCa). An overview of their adjoining riparian areas is described below.

**Riparian Areas:** Two main riparian areas were identified and assessed during this inventory process. One resides adjacent to Coffee Lake Creek and a small tributary to Coffee Lake Creek (BC-CLC and BC-CLCa); the second resides adjacent to Tapman Creek (BC-TC). The riparian areas both exhibit a width that is less than one APTH wide (Appropriate Potential Tree Height) before slopes are reached. For steep slopes greater than 25%, riparian areas were extended 50-feet beyond the break in slope as described in Table NR-1: Metro Water Quality Resource Area Slope

**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**  
**Pacific Habitat Services, Inc.**  
**November 26, 2024**

Calculation (WMC 4.139). Areas with habitat connectivity through adjoining riparian forested areas were also included in the riparian corridor.

**Table 2: Riparian Area Overview**

Riparian Code	Riparian Corridor Type	Adjacent Waters
BC-RIP1	NR-1 (Stream Riparian Ecosystem)	Tapman Creek
BC-RIP2	NR-1 (Stream Riparian Ecosystem)	Coffee Lake Creek; Coffee Lake Creek Tributary

BC= Basalt Creek  
RIP= Riparian Area

**Upland Tree Groves:** Several upland tree groves were mapped within the BCPA, some of which are adjacent to wetlands or very close to riparian corridors, but are isolated by a break in tree canopy. PHS mapped the boundaries as described in the methods section. The grove mapping was not based on surveyed locations of trees with known diameters at breast height. Grove mapping was isolated to areas with significant groups of trees and excluded predominantly scrub-shrub or herbaceous vegetation.

**Wildlife Habitat:** The City includes riparian areas and upland forested areas as Wildlife Habitat, however, Wildlife Habitat within these categories is evaluated for significance through the upland areas’ potential for wildlife habitat diversity, water quality protection, ecological integrity, connectivity, and uniqueness. Evaluating this criteria, Upland Tree Grove BC-G7 was designated as significant due to its unique habitat and connectivity to Significant wetland areas.

**Conclusions**

PHS identified two significant wetland areas (BC-1 and BC-2), surrounded by two Significant riparian areas (BC-RIP1, BC-RIP2). Two major stream systems exist within the two significant wetland areas (Tapman Creek, Coffee Lake Creek, Tributary to Coffee Lake Creek). Several upland tree groves exist, with one meeting criteria for wildlife habitat<sup>1</sup> (BC-G7). A Significant Resource Overlay Zone will encompass all significant resources to meet Goal 5 objectives and include an appropriate off-set. The Significant Resources mapped by PHS within the Basalt Creek Planning Area include the following:

<b>Significant Resources to include in SROZ</b>	
<b>Streams</b>	BC-TC (Tapman Creek), BC-CLC (Coffee Lake Creek), BC-CLCa (Tributary to Coffee Lake Creek)
<b>Wetlands</b>	BC-1, BC-2
<b>Riparian Areas</b>	BC-RIP1, BC-RIP2
<b>Wildlife Habitat</b>	BC-G7 (Upland Tree Grove)

<sup>1</sup> (b) “Wildlife habitat” is an area upon which wildlife depend in order to meet their requirements for food, water, shelter, and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites. {OAR 660-23-110}

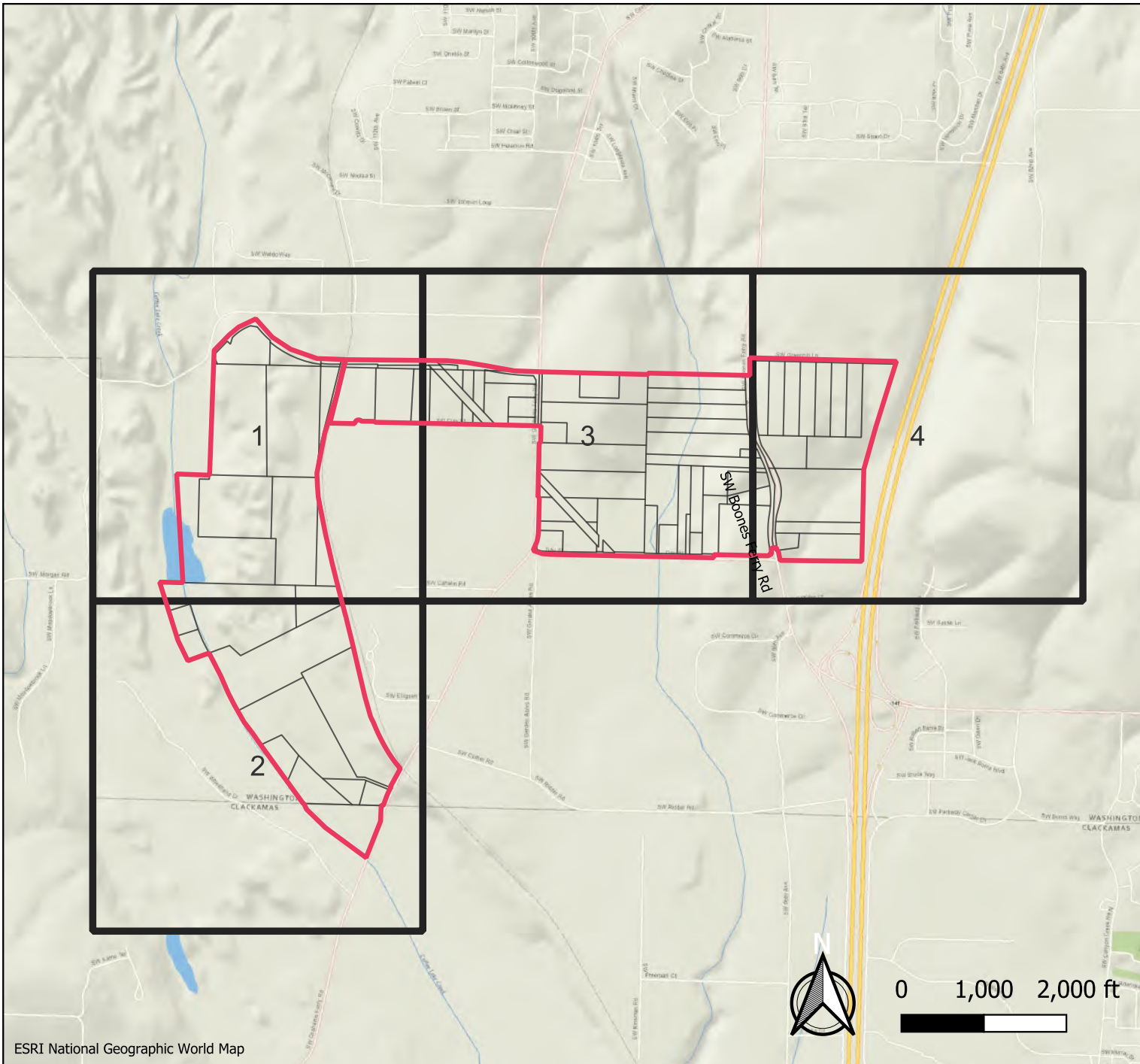
# Appendix A

## Inventory Maps







# Basalt Creek Drainage Natural Resource Inventory: Map Index Overview



**LEGEND**

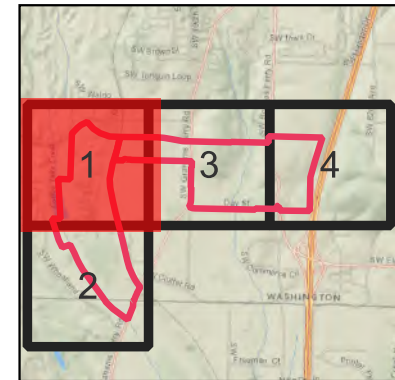
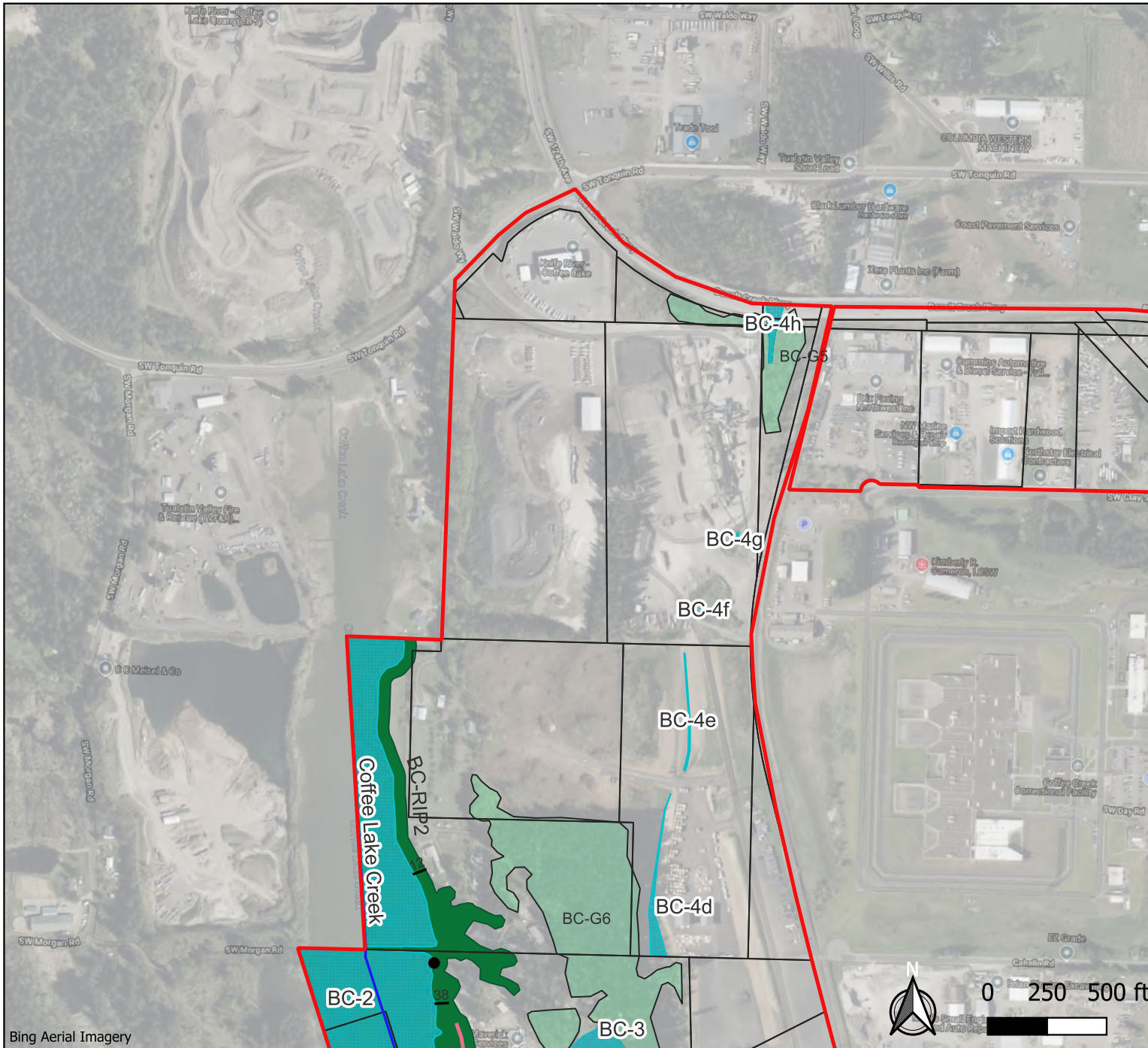
-  Basalt Creek Study Area
-  Tax Lot

ESRI National Geographic World Map



Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 180  
Wilsonville, OR 97070

Basalt Creek DRAFT  
Natural Resource  
Inventory:  
Inset: 1



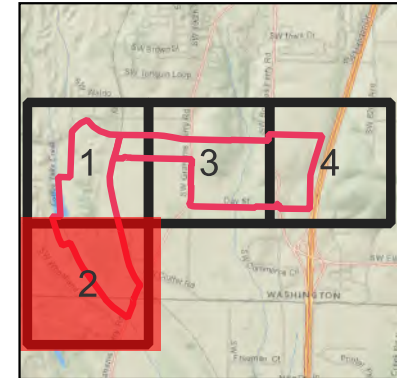
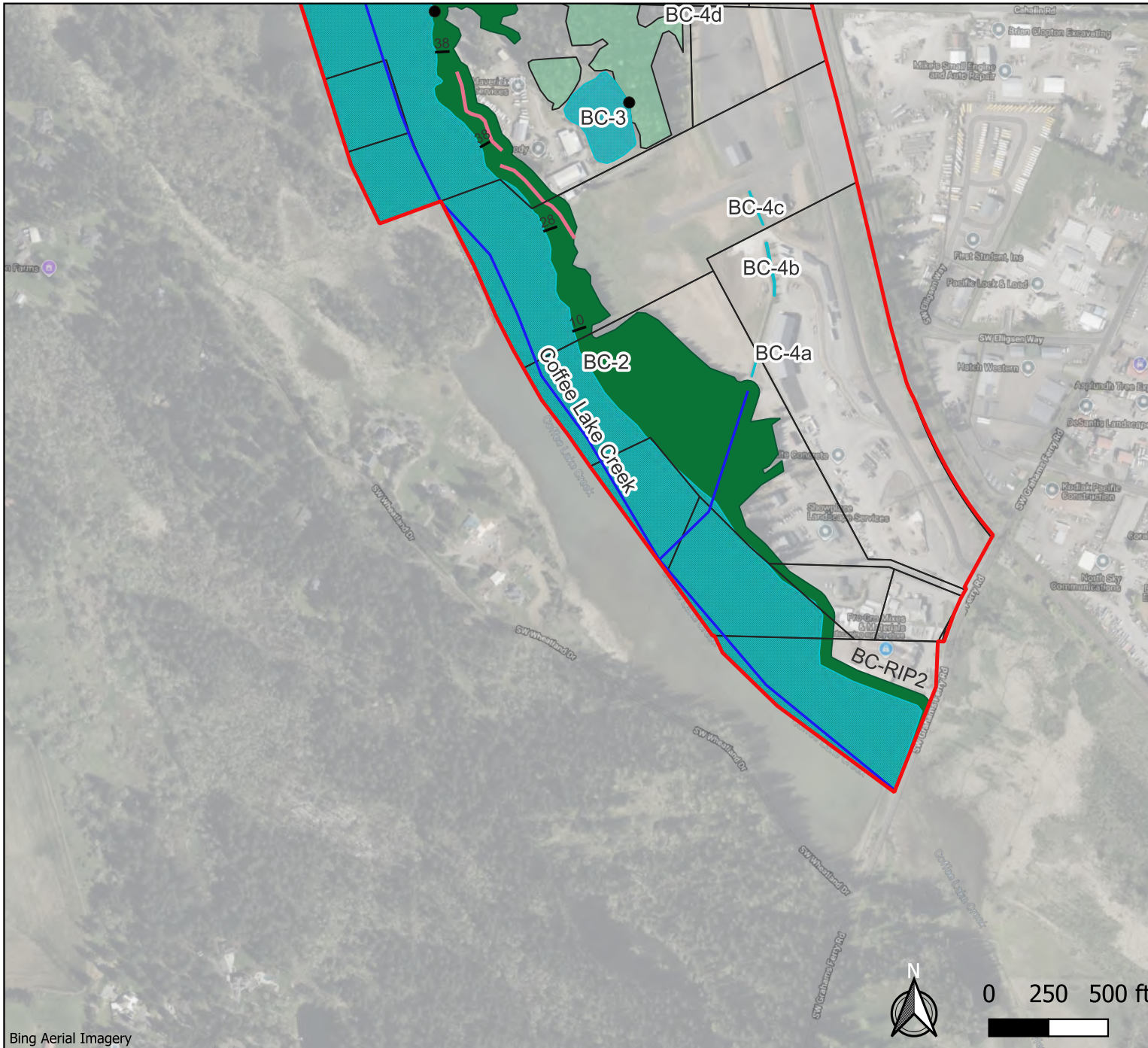
**LEGEND**

- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope

Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 180  
Wilsonville, OR 97070

Bing Aerial Imagery

Basalt Creek DRAFT  
Natural Resource  
Inventory:  
Inset: 2



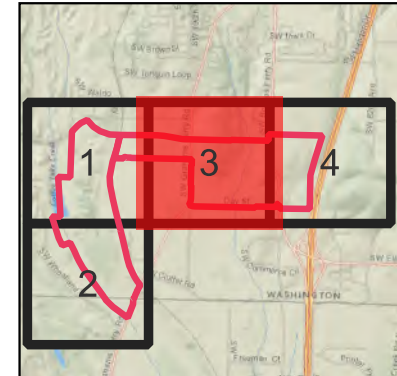
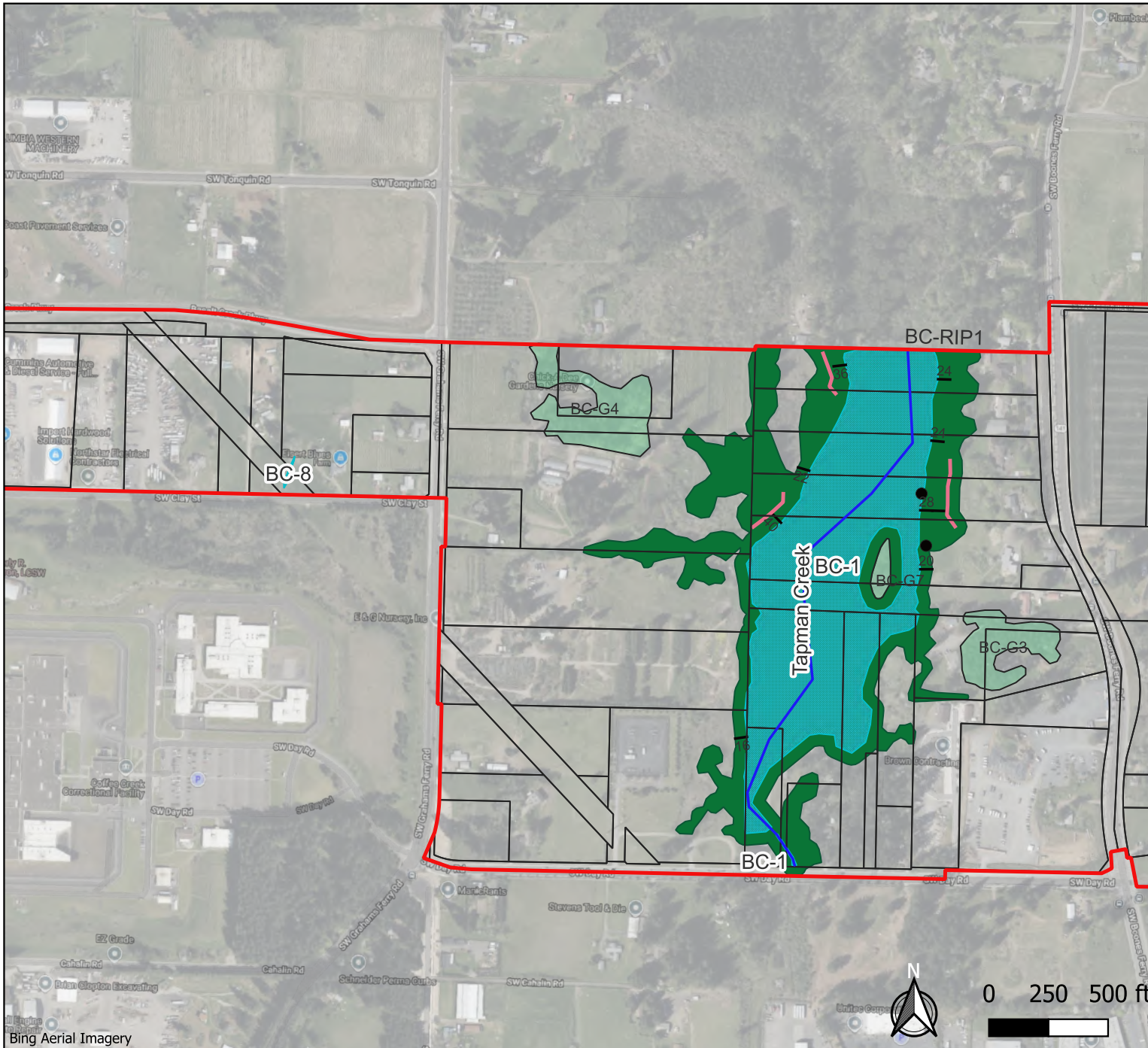
**LEGEND**

- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope



Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 180  
Wilsonville, OR 97070

Basalt Creek DRAFT  
Natural Resource  
Inventory:  
Inset: 3



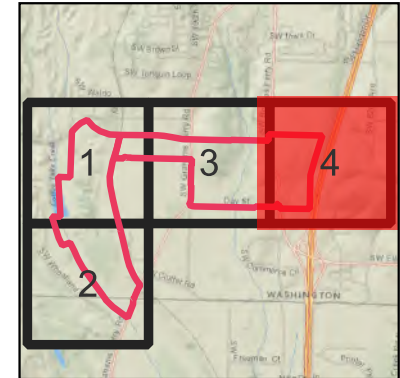
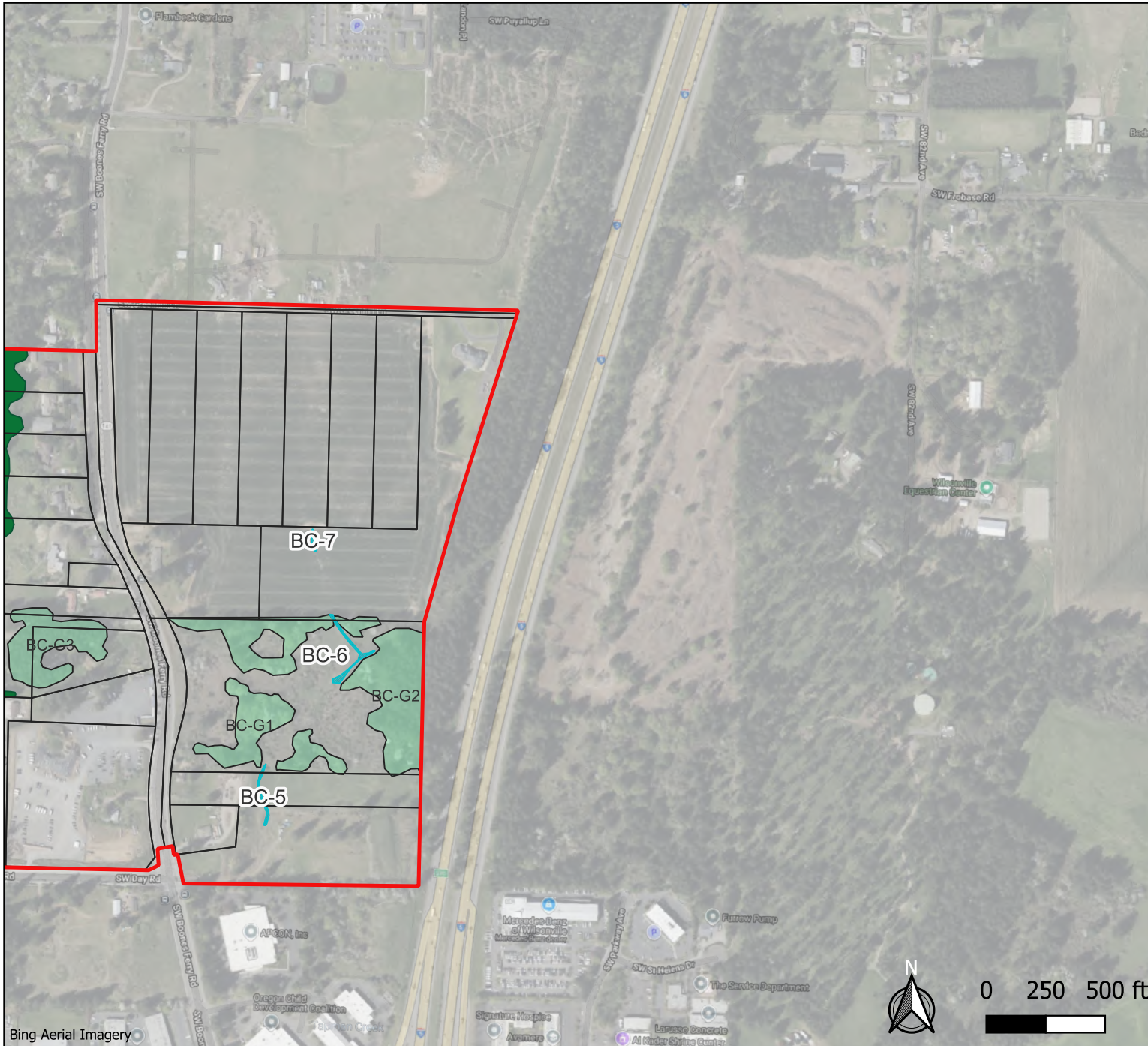
**LEGEND**

- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope



Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 180  
Wilsonville, OR 97070

# Basalt Creek DRAFT Natural Resource Inventory: Inset: 4

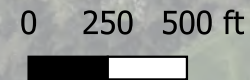


### LEGEND

- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope



Pacific Habitat Services, Inc.  
9450 SW Commerce Circle, Suite 180  
Wilsonville, OR 97070



# Appendix B

## Wetland Determination Data Sheets



**WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region**

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024  
 Applicant/Owner: City of Wilsonville State: OR Sampling Point: 1  
 Investigator(s): CM/AS Section, Township, Range: 2B, 3S, 1W  
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): Concave Slope (%): ~5  
 Subregion (LRR): LRR A Lat: 45.344775 Long: -122.777108 Datum: WGS84  
 Soil Map Unit Name: Saum silt loam NWI Classification: PSS  
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No        (if no, explain in Remarks)  
 Are vegetation        Soil        or Hydrology        significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y  
 Are vegetation        Soil        or Hydrology        naturally problematic? If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u>      </u>	<b>Is Sampled Area within a Wetland?</b>	Yes <u>X</u>	No <u>      </u>
Hydric Soil Present?	Yes <u>X</u>	No <u>      </u>			
Wetland Hydrology Present?	Yes <u>X</u>	No <u>      </u>			

Remarks:

**VEGETATION - Use scientific names of plants.**

Tree Stratum	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
(plot size: <u>30</u> )				
1 <u>Fraxinus latifolia</u>	<u>30</u>	<u>X</u>	<u>FACW</u>	That are OBL, FACW, or FAC: <u>3</u> (A)
2 <u>      </u>				Total Number of Dominant Species Across All Strata: <u>5</u> (B)
3 <u>      </u>				Percent of Dominant Species
4 <u>      </u>				That are OBL, FACW, or FAC: <u>60%</u> (A/B)
	<u>30</u>	= Total Cover		<b>Prevalence Index Worksheet:</b>
Sapling/Shrub Stratum (plot size: <u>15</u> )				Total % Cover of
1 <u>Prunus sp</u>	<u>40</u>	<u>X</u>	<u>(FAC)</u>	OBL Species <u>      </u> x 1 = <u>0</u>
2 <u>Rosa gymnocarpa</u>	<u>15</u>	<u>X</u>	<u>FACU</u>	FACW species <u>      </u> x 2 = <u>0</u>
3 <u>Spiraea douglasii</u>	<u>10</u>		<u>FACW</u>	FAC Species <u>      </u> x 3 = <u>0</u>
4 <u>      </u>				FACU Species <u>      </u> x 4 = <u>0</u>
5 <u>      </u>				UPL Species <u>      </u> x 5 = <u>0</u>
	<u>65</u>	= Total Cover		Column Totals <u>0</u> (A) <u>0</u> (B)
Herb Stratum (plot size: <u>5</u> )				Prevalence Index =B/A = <u>#DIV/0!</u>
1 <u>Phalaris arundinacea</u>	<u>70</u>	<u>X</u>	<u>FACW</u>	<b>Hydrophytic Vegetation Indicators:</b>
2 <u>      </u>				<u>      </u> 1- Rapid Test for Hydrophytic Vegetation
3 <u>      </u>				<u>X</u> 2- Dominance Test is >50%
4 <u>      </u>				<u>      </u> 3-Prevalence Index is ≤ 3.0 <sup>1</sup>
5 <u>      </u>				<u>      </u> 4-Morphological Adaptations <sup>1</sup> (provide supporting data in Remarks or on a separate sheet)
6 <u>      </u>				<u>      </u> 5- Wetland Non-Vascular Plants <sup>1</sup>
7 <u>      </u>				<u>      </u> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
8 <u>      </u>				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
	<u>70</u>	= Total Cover		<b>Hydrophytic Vegetation Present?</b>
Woody Vine Stratum (plot size: <u>15</u> )				Yes <u>X</u> No <u>      </u>
1 <u>Toxicodendron diversilobum</u>	<u>10</u>	<u>X</u>	<u>FAC</u>	
2 <u>      </u>				
	<u>10</u>	= Total Cover		
% Bare Ground in Herb Stratum <u>30</u>				

Remarks:





**WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region**

Item 3.

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024

Applicant/Owner: City of Wilsonville State: OR Sampling Point: 2

Investigator(s): CM/AS Section, Township, Range: 2B, 3S, 1W

Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): Flat Slope (%): ~15

Subregion (LRR): LRR A Lat: 45.344183 Long: -122.777004 Datum: WGS84

Soil Map Unit Name: Saum silt loam NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No        (if no, explain in Remarks)

Are vegetation        Soil        or Hydrology        significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation        Soil        or Hydrology        naturally problematic? If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u>      </u>	Is Sampled Area within a Wetland?	Yes <u>      </u>	No <u>X</u>
Hydric Soil Present?	Yes <u>      </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u>      </u>	No <u>X</u>			
Remarks:					

**VEGETATION - Use scientific names of plants.**

Tree Stratum	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u> )				Number of Dominant Species	
1 <u>Quercus garryana</u>	<u>40</u>	<u>X</u>	<u>FACU</u>	That are OBL, FACW, or FAC: <u>2</u> (A)	
2 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	Total Number of Dominant Species Across All Strata: <u>3</u> (B)	
3 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	Percent of Dominant Species That are OBL, FACW, or FAC: <u>67%</u> (A/B)	
4 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>		
	<u>40</u>	= Total Cover			
Sapling/Shrub Stratum (plot size: <u>      </u> )				Prevalence Index Worksheet:	
1 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	Total % Cover of <u>      </u> Multiply by:	
2 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	OBL Species <u>      </u> x 1 = <u>0</u>	
3 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	FACW species <u>      </u> x 2 = <u>0</u>	
4 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	FAC Species <u>      </u> x 3 = <u>0</u>	
5 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	FACU Species <u>      </u> x 4 = <u>0</u>	
	<u>0</u>	= Total Cover		UPL Species <u>      </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u> )				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Schedonorus arundinaceus</u>	<u>50</u>	<u>X</u>	<u>FAC</u>	Prevalence Index =B/A = <u>#DIV/0!</u>	
2 <u>Phalaris arundinacea</u>	<u>30</u>	<u>X</u>	<u>FACW</u>		
3 <u>Cirsium arvense</u>	<u>10</u>	<u>      </u>	<u>FAC</u>		
4 <u>Bromus tectorum</u>	<u>5</u>	<u>      </u>	<u>(UPL)</u>		
5 <u>Conium maculatum</u>	<u>5</u>	<u>      </u>	<u>FAC</u>		
6 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>		
7 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>		
8 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>		
	<u>100</u>	= Total Cover			
Woody Vine Stratum (plot size: <u>      </u> )				Hydrophytic Vegetation Indicators:	
1 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	1- Rapid Test for Hydrophytic Vegetation	
2 <u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>X</u> 2- Dominance Test is >50%	
	<u>0</u>	= Total Cover		<u>      </u> 3-Prevalence Index is ≤ 3.0 <sup>1</sup>	
% Bare Ground in Herb Stratum <u>0</u>				<u>      </u> 4-Morphological Adaptations <sup>1</sup> (provide supporting data in Remarks or on a separate sheet)	
Remarks:				<u>      </u> 5- Wetland Non-Vascular Plants <sup>1</sup>	
				Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
				Hydrophytic Vegetation Present? Yes <u>X</u> No <u>      </u>	

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-8	7.5YR 2/2	100					Silt Loam	10% cobble
8-14	7.5YR 2.5/3	100					Silt Loam	10% cobble

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)** **Indicators for Problematic Hydric Soils<sup>3</sup>:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes \_\_\_\_\_ No X

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (2 or more required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Salt Crust (B11)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Aquatic Invertebrates (B13)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Presence of Reduced Iron (C4)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Drainage Patterns (B10)
	<input type="checkbox"/> Dry-Season Water Table (C2)
	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
	<input type="checkbox"/> Geomorphic Position (D2)
	<input type="checkbox"/> Shallow Aquitard (D3)
	<input type="checkbox"/> Fac-Neutral Test (D5)
	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
	<input type="checkbox"/> Frost-Heave Hummocks (D7)

**Field Observations:**

Surface Water Present? Yes \_\_\_\_\_ No X Depth (inches): \_\_\_\_\_  
 Water Table Present? Yes \_\_\_\_\_ No X Depth (inches): >14  
 Saturation Present? Yes \_\_\_\_\_ No X Depth (inches): >14  
 (includes capillary fringe)

Wetland Hydrology Present?  
 Yes \_\_\_\_\_ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region**

PHS# 2025-58  
Wilsonville Industrial Land Readiness, Basalt Creek

Item 3.

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024

Applicant/Owner: City of Wilsonville State: OR Sampling Point: 3

Investigator(s): AS Section, Township, Range: 3C, 3S, 1W

Landform (hillslope, terrace, etc.): Excavation Local relief (concave, convex, none): Depression Slope (%): 5

Subregion (LRR): LRR A Lat: 45.337905 Long: -122.797160 Datum: WGS84

Soil Map Unit Name: Briedwell stony silt loam NWI Classification: PSS

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No      (if no, explain in Remarks)

Are vegetation X Soil X or Hydrology X significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation      Soil      or Hydrology      naturally problematic? If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u>    </u>	<b>Is Sampled Area within a Wetland?</b>	Yes <u>X</u>	No <u>    </u>
Hydric Soil Present?	Yes <u>X</u>	No <u>    </u>			
Wetland Hydrology Present?	Yes <u>X</u>	No <u>    </u>			

Remarks:

**VEGETATION - Use scientific names of plants.**

	absolute % cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
<b>Tree Stratum</b> (plot size: <u>    </u> )				Number of Dominant Species	
1				That are OBL, FACW, or FAC: <u>2</u> (A)	
2				Total Number of Dominant Species Across All Strata: <u>2</u> (B)	
3				Percent of Dominant Species	
4				That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
5	<u>0</u>	= Total Cover		<b>Prevalence Index Worksheet:</b>	
<b>Sapling/Shrub Stratum</b> (plot size: <u>15</u> )				Total % Cover of <u>    </u> Multiply by: <u>    </u>	
1	<u>5</u>	<u>X</u>	<u>FAC</u>	OBL Species <u>    </u> x 1 = <u>0</u>	
2				FACW species <u>    </u> x 2 = <u>0</u>	
3				FAC Species <u>    </u> x 3 = <u>0</u>	
4				FACU Species <u>    </u> x 4 = <u>0</u>	
5				UPL Species <u>    </u> x 5 = <u>0</u>	
	<u>5</u>	= Total Cover		Column Totals <u>0</u> (A)	<u>0</u> (B)
<b>Herb Stratum</b> (plot size: <u>5</u> )				Prevalence Index =B/A = <u>#DIV/0!</u>	
1	<u>95</u>	<u>X</u>	<u>FACW</u>	<b>Hydrophytic Vegetation Indicators:</b>	
2				1- Rapid Test for Hydrophytic Vegetation	
3				<u>X</u> 2- Dominance Test is >50%	
4				3-Prevalence Index is ≤ 3.0 <sup>1</sup>	
5				4-Morphological Adaptations <sup>1</sup> (provide supporting data in Remarks or on a separate sheet)	
6				5- Wetland Non-Vascular Plants <sup>1</sup>	
7				Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
8	<u>95</u>	= Total Cover		<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
<b>Woody Vine Stratum</b> (plot size: <u>    </u> )				<b>Hydrophytic Vegetation Present?</b>	
1				Yes <u>X</u>	No <u>    </u>
2					
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>5</u>					

Remarks:

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-4	7.5YR 2.5/3	100					Silt Loam	
4-8	7.5YR 2.5/3	50					Silt Loam	mixed matrix
4-8	10YR 3/1	50					Silty Clay Loam	mixed matrix
8-12	10YR 3/1	95	7.5YR 4/4	5	C	M	Sandy Clay Loam	Coarse
12-16	10YR 3/1	90	7.5YR 4/4	10	C	M	Sandy Clay Loam	Coarse

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

<sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> 2 cm Muck (A10)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Red Parent Material (TF2)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Loamy Mucky Mineral (F1) (except MLRA 1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (explain in Remarks)
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input checked="" type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Redox Depressions (F8)	

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: \_\_\_\_\_  
 Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

**Primary Indicators (minimum of one required; check all that apply)**

**Secondary Indicators (2 or more required)**

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water stained Leaves (B9) (Except MLRA 1, 2, 4A, and 4B)	<input type="checkbox"/> Water stained Leaves (B9) (MLRA1, 2, 4A, and 4B)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Plowed Soils (C6)	<input checked="" type="checkbox"/> Fac-Neutral Test (D5)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Stunted or Stressed Plants (D1) (LRR A)	<input type="checkbox"/> Raised Ant Mounds (D6) (LRR A)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Frost-Heave Hummocks (D7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)		
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)		

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_  
 Water Table Present? Yes  No  Depth (inches): >14  
 Saturation Present? Yes  No  Depth (inches): >14  
 (includes capillary fringe)

**Wetland Hydrology Present?**

Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**WETLAND DETERMINATION DATA FORM - Western Mountains, Valleys, and Coast Region**

PHS# 2025-58  
Wilsonville Industrial Land Readiness - Basalt Creek

Item 3.

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024

Applicant/Owner: City of Wilsonville State: OR Sampling Point: 4

Investigator(s): CM Section, Township, Range: 3C, 3S, 1W

Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): Concave Slope (%): 5

Subregion (LRR): LRR A Lat: 45.338888 Long: -122.800389 Datum: WGS84

Soil Map Unit Name: Humaquepts NWI Classification: PEM

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No      (if no, explain in Remarks)

Are vegetation      Soil      or Hydrology      significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation      Soil      or Hydrology      naturally problematic? If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u>    </u>	<b>Is Sampled Area within a Wetland?</b>	Yes <u>X</u>	No <u>    </u>
Hydric Soil Present?	Yes <u>X</u>	No <u>    </u>			
Wetland Hydrology Present?	Yes <u>X</u>	No <u>    </u>			
Remarks:					

**VEGETATION - Use scientific names of plants.**

	absolute % cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
<b>Tree Stratum</b> (plot size: <u>    </u> )				Number of Dominant Species	
1				That are OBL, FACW, or FAC: <u>2</u> (A)	
2				Total Number of Dominant Species Across All Strata: <u>2</u> (B)	
3				Percent of Dominant Species	
4				That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
5	<u>0</u>	= Total Cover		<b>Prevalence Index Worksheet:</b>	
<b>Sapling/Shrub Stratum</b> (plot size: <u>15</u> )				Total % Cover of <u>    </u> Multiply by: <u>    </u>	
1	<u>40</u>	<u>X</u>	<u>FAC</u>	OBL Species <u>    </u> x 1 = <u>0</u>	
2				FACW species <u>    </u> x 2 = <u>0</u>	
3				FAC Species <u>    </u> x 3 = <u>0</u>	
4				FACU Species <u>    </u> x 4 = <u>0</u>	
5				UPL Species <u>    </u> x 5 = <u>0</u>	
	<u>40</u>	= Total Cover		Column Totals <u>0</u> (A)	<u>0</u> (B)
<b>Herb Stratum</b> (plot size: <u>5</u> )				Prevalence Index =B/A = <u>#DIV/0!</u>	
1	<u>95</u>	<u>X</u>	<u>FACW</u>	<b>Hydrophytic Vegetation Indicators:</b>	
2	<u>10</u>		<u>FACW</u>	1- Rapid Test for Hydrophytic Vegetation	
3				<u>X</u> 2- Dominance Test is >50%	
4				3-Prevalence Index is ≤ 3.0 <sup>1</sup>	
5				4-Morphological Adaptations <sup>1</sup> (provide supporting data in Remarks or on a separate sheet)	
6				5- Wetland Non-Vascular Plants <sup>1</sup>	
7				Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
8				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
	<u>105</u>	= Total Cover		<b>Hydrophytic Vegetation Present?</b>	
<b>Woody Vine Stratum</b> (plot size: <u>    </u> )				Yes <u>X</u>	No <u>    </u>
1					
2					
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>0</u>					
Remarks:					

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Table with columns: Depth (Inches), Matrix (Color (moist), %), Redox Features (Color (moist), %, Type, Loc), Texture, Remarks. Row 1: 0-12, 10YR 2/1, 95, 10YR 4/6, 5, C, M, Silty Clay Loam, mucky; fine.

1Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

2Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

Indicators for Problematic Hydric Soils:

Table of indicators with checkboxes. Hydric Soil Indicators: Histosol (A1), Histic Epipedon (A2), Black Histic (A3), Hydrogen Sulfide (A4), Depleted Below Dark Surface (A11), Thick Dark Surface (A12), Sandy Mucky Mineral (S1), Sandy Gleyed Matrix (S4). Problematic Hydric Soils: Sandy Redox (S5), Stripped Matrix (S6), Loamy Mucky Mineral (F1), Loamy Gleyed Matrix (F2), Depleted Matrix (F3), Redox Dark Surface (F6) [checked], Depleted Dark Surface (F7), Redox Depressions (F8). Other: 2 cm Muck (A10), Red Parent Material (TF2), Very Shallow Dark Surface (TF12), Other (explain in Remarks).

3Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: \_\_\_\_\_  
Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

Table of hydrology indicators with checkboxes. Primary: Surface Water (A1), High Water Table (A2) [checked], Saturation (A3) [checked], Water Marks (B1), Sediment Deposits (B2), Drift Deposits (B3), Algal Mat or Crust (B4), Iron Deposits (B5), Surface Soil Cracks (B6), Inundation Visible on Aerial Imagery (B7) [checked], Sparsely Vegetated Concave Surface (B8). Secondary: Water stained Leaves (B9), Drainage Patterns (B10), Dry-Season Water Table (C2), Saturation Visible on Aerial Imagery (C9), Geomorphic Position (D2) [checked], Shallow Aquitard (D3), Fac-Neutral Test (D5) [checked], Raised Ant Mounds (D6) [checked], Frost-Heave Hummocks (D7).

Field Observations:

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_  
Water Table Present? Yes  No  Depth (inches): 8  
Saturation Present? Yes  No  Depth (inches): 4

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

# Appendix C

## OFWAM Summary Sheets



# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

		Wetland Code:	<b>BC-1</b>
Date(s) of field work:	<b>6/27/2024, 6/28/2024</b>	Size (acres):	<b>20.00</b>
Data Sheet Numbers:	<b>1</b>	Cowardin Class(es):	<b>PAB, PEM, PSS, PFO</b>
Investigator(s):	<b>C. Michelson, A. Sherman</b>	HGM Class(es):	<b>Riverine flow-through</b>

Location -- Legal:	<b>3S102B- various lots</b>
Other:	<b>45.3439, -122.7788</b>
Tax Lots:	<b>Various</b>
Hydrologic basin:	<b>170900070402-Coffee Lake Creek-Willamette River</b>
Soil -- Mapped series:	<b>Wapato silty clay loam</b>
Hydrologic Source:	<b>Surface Water, Groundwater</b>

Dominant Wetland Vegetation			
TREES / SHRUBS		VINES / HERBS	
<i>Fraxinus latifolia</i>	<i>Rosa gymnocarpa</i>	<i>Toxicodendron diversilobum</i>	<i>Phalaris arundinacea</i>
	<i>Spiraea douglasii</i>		

**Comments: Locally Significant Wetland**  
 Yes. Wetland meets significance criteria for diverse wildlife habitat, and hydrologic control function in-tact. The wetland has a direct surface water connection to a stream segment mapped by ODFW as habitat for indigenous anadromous salmonids and the wetland's fish habitat function is impacted or degraded. DSL reports show previous delineations under WD2024-0561, WD2013-0002, WD2021-0265, WD2022-0329.

<b>COWARDIN CODES:</b>	E2FO = estuarine forested	E2SS = estuarine scrub shrub	E2EM = estuarine emergent
PFO = palustrine forested	PSS = palustrine scrub-shrub	PEM = palustrine emergent	PUB = palustrine unconsolidated bottom
<b>HGM CODES:</b>	EFB = Estuarine Fringe Embayment	EFR = Estuarine Fringe Riverine	RFT = Riverine Flow Through
RI = River Impounding	LFH = Lacustrine Fringe Headwater	LFV = Lacustrine Fringe Valley	DB = Depressional Bog
DA- Depressional Alkaline	DO = Depressional Outflow	DCP = Depressional Closed Permanent	DCNP = Depressional Nonpermanent
	S = Slope	Fl = Flat	



# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

		Wetland Code:	<b>BC-2</b>
Date(s) of field work:	<b>6/27/2024, 6/28/2024</b>	Size (acres):	<b>20+</b>
Data Sheet Numbers:	<b>1</b>	Cowardin Class(es):	<b>PAB, PUB, PEM</b>
Investigator(s):	<b>C. Michelson, A. Sherman</b>	HGM Class(es):	<b>Riverine flow-through</b>

Location -- Legal:	<b>3S103C- various lots</b>
Other:	<b>45.3388, -122.8003</b>
Tax Lots:	<b>Various</b>
Hydrologic basin:	<b>170900070402-Coffee Lake Creek-Willamette River</b>
Soil -- Mapped series:	<b>Humaquepts, ponded</b>
Hydrologic Source:	<b>Surface Water, Groundwater</b>

Dominant Wetland Vegetation			
TREES / SHRUBS		VINES / HERBS	
	<i>Rubus armeniacus</i>		<i>Phalaris arundinacea</i>
	<i>Spiraea douglasii</i>		<i>Lemna sp.</i>

**Comments: Locally Significant Wetland**  
 Yes. Wetland meets significance criteria for hydrologic control function in-tact. The wetland has a direct surface water connection to a stream segment mapped by ODFW as habitat for indigenous anadromous salmonids and the wetland's fish habitat function is impacted or degraded. DSL reports show previous delineations under WD2002-0115, WD2024-0561, WD2022-0329, WD2007-0381. Riparian area adjacent to wetland has patches of trees along the edge of wetland, but trees are not dominant in this reach.

<b>COWARDIN CODES:</b>	E2FO = estuarine forested	E2SS = estuarine scrub shrub	E2EM = estuarine emergent
PFO = palustrine forested	PSS = palustrine scrub-shrub	PEM = palustrine emergent	PUB = palustrine unconsolidated bottom
<b>HGM CODES:</b>	EFB = Estuarine Fringe Embayment	EFR = Estuarine Fringe Riverine	RFT = Riverine Flow Through
RI = River Impounding	LFH = Lacustrine Fringe Headwater	LFV = Lacustrine Fringe Valley	DB = Depressional Bog
DA- Depressional Alkaline	DO = Depressional Outflow	DCP = Depressional Closed Permanent	DCNP = Depressional Nonpermanent
S = Slope	Fl = Flat		

# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

		Wetland Code:	<b>BC-3</b>
Date(s) of field work:	<b>6/27/2024, 6/28/2024</b>	Size (acres):	<b>1.61</b>
Data Sheet Numbers:	<b>3</b>	Cowardin Class(es):	<b>PAB, PUB</b>
Investigator(s):	<b>C. Michelson, A. Sherman</b>	HGM Class(es):	<b>epressional, closed-permane</b>

Location -- Legal:	<b>3S103C000100</b>
Other:	<b>45.3377, -122.7977</b>
Tax Lots:	<b>100</b>
Hydrologic basin:	<b>170900070402-Coffee Lake Creek-Willamette River</b>
Soil -- Mapped series:	<b>Briedwell stony silt loam</b>
Hydrologic Source:	<b>Groundwater, precipitation</b>

Dominant Wetland Vegetation			
TREES / SHRUBS		VINES / HERBS	
			<i>Phalaris arundinacea</i>

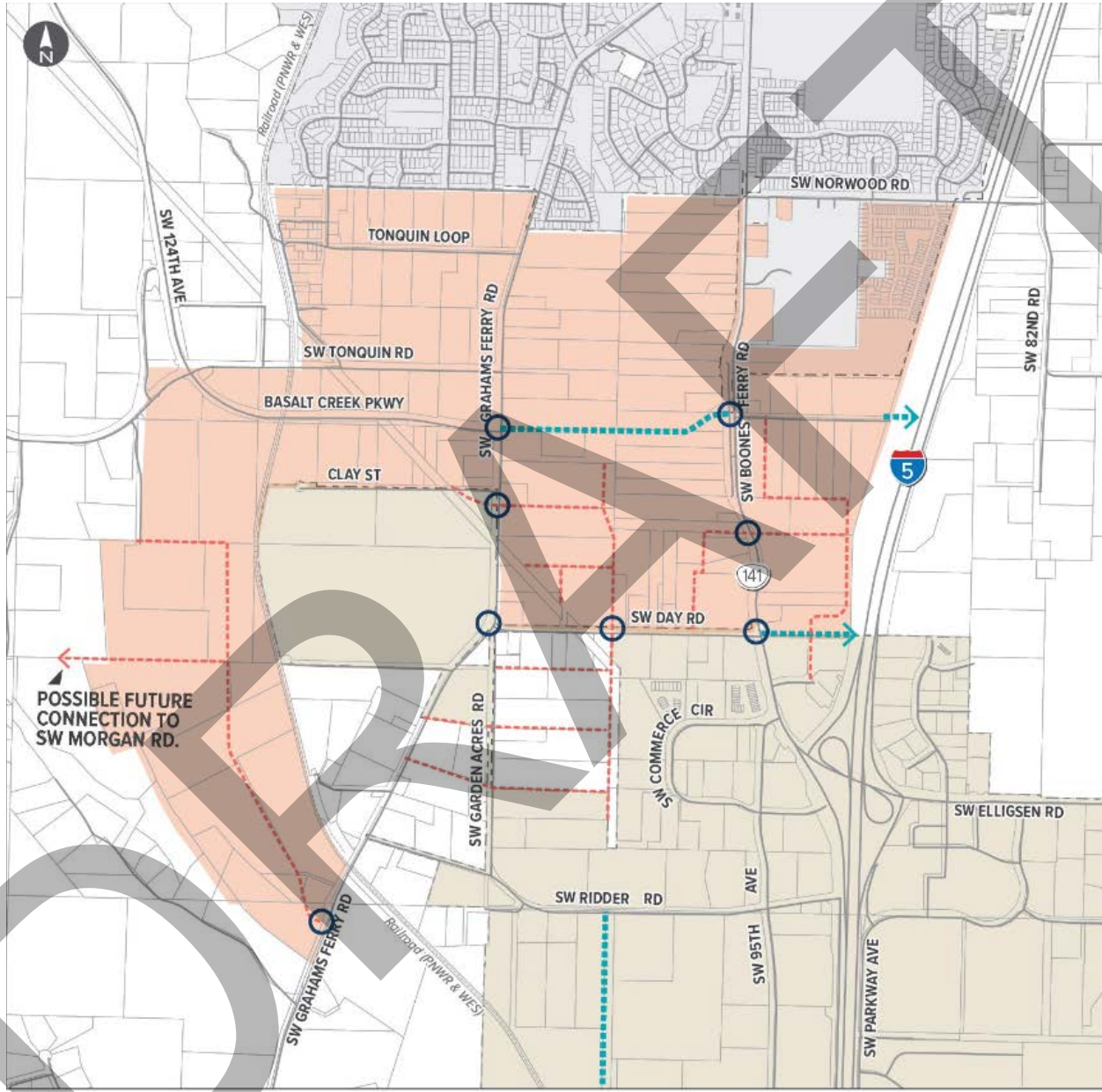
**Comments:**  
 No. Wetland does not meet Significance criteria. Pond is excavated and used as a recreational space. Surrounding area is developed with heavy foot traffic. Trees exist within the upland adjacent to the wetland.

<b>COWARDIN CODES:</b>	E2FO = estuarine forested	E2SS = estuarine scrub shrub	E2EM = estuarine emergent
PFO = palustrine forested	PSS = palustrine scrub-shrub	PEM = palustrine emergent	PUB = palustrine unconsolidated bottom
<b>HGM CODES:</b>	EFB = Estuarine Fringe Embayment	EFR = Estuarine Fringe Riverine	RFT = Riverine Flow Through
RI = River Impounding	LFH = Lacustrine Fringe Headwater	LFV = Lacustrine Fringe Valley	DB = Depressional Bog
DA- Depressional Alkaline	DO = Depressional Outflow	DCP = Depressional Closed Permanent	DCNP = Depressional Nonpermanent



# Basalt Creek Infrastructure Summary

## Roads



- BASALT CREEK PLANNING AREA
- TAX LOTS
- PROPOSED ARTERIAL
- PROPOSED LOCAL STREET
- WILSONVILLE CITY LIMITS
- TUALATIN CITY LIMITS

**○ KEY INTERSECTION**  
**NOTE:** Key intersections are fixed. Local street alignments shown are conceptual. Actual alignment of new public streets or private streets in public easements are to be determined as development occurs.

New arterial to i5 from Greenhill (300 LF). New arterial from Day Rd to i5 (1,060 LF). New arterial connecting Kinsman Rd with Ridder Rd (2,040 LF). New local roads looping Greenhill to Boones

Ferry (3,350 LF) and connecting to Pioneer Ave (2,110 LF). New local looping Day Rd to Boones Ferry (1,900 LF). New local roads on the north side of Day Rd connecting to Clay St (4,900 LF). New local roads on the south side of Day Rd connecting to Garden Acres Rd and Grahams Ferry Rd (7,700 LF). New local road connecting Grahams Ferry to Tonquin Rd (6,900 LF) with a possible connection to Morgan Rd (2,570 LF).

### Water

Potable water delivery to the Basalt Creek Area requires the Basalt Creek Parkway Extension (in design), a Zone C booster station (Water Distribution Master Plan, 2012), and *may* require the Grahams Ferry Road Extension (Water Distribution System Master Plan, 2012) which connects Tooze Rd with Day Rd – 10,200 LF 18” diameter pipe and 4,670 LF 12” diameter pipe.

Project Name, Document Sited	Project Description	Cost, Date of Cost	Adjusted Cost, 2024 (CPI)	Adjusted Cost, 2024 (NHCCI)
Placeholder for Booster Station				
Placeholder for Upsizing Requirements				
Conceptual Water System, Basalt Creek Utility Infrastructure Concept Plan (2016)	Assumes that most of the system will be served by Tualatin pressure zone B, with a small portion utilizing Wilsonville Zone C (using booster station). Assumes some rock excavation and generally 8" pipe with some upsizing of existing 8" mains to 12". Systems must remain looped.	\$6,350,000  2016	\$8,445,500  33% inflation	\$9,594,850  1.519 index increase

Requires new water main along Boones Ferry alignment (2,490 LF). Water lines assumed to generally follow the local road layout (5,460 LF). Will connect proposed water lines to existing lines on Pioneer and Day Rd. Sizes to be confirmed during modeling.

Modeling needs to confirm these requirements. Modeling is being conducted by Keller and will confirm layout, costs, and extension requirements, including booster station.

### Wastewater

Wastewater collection for the Basalt Creek Area requires the completion of the Coffee Creek Interceptor Phase 2 (Collection System Master Plan, 2014) – 2,000 LF of gravity system upsizing to 21” diameter pipe from Boeckman Rd along the railroad to Ridder. This also requires the Coffee Creek Interceptor Railroad Crossing (Collection System Master Plan, 2014) – 160 LF of 21” diameter pipe.

Project Name, Document Sited	Project Description	Cost, Date of Cost	Adjusted Cost, 2024 (CPI)	Adjusted Cost, 2024 (NHCCI)
Coffee Creek Interceptor Phase 2 (Collection System Master Plan, 2014)	Gravity Upsizing, considered required for Basalt Creek and Coffee Creek developments. Install 2,000 LF of 21" pipe. Extends from P&W Railroad to Boeckman Road.	\$1,700,000 2014	\$2,295,000 (35% Inflation)	\$2,475,200 (1.456 index increase)
Coffee Creek Interceptor RR Crossing (Collection System Master Plan, 2014)	Existing crossing can serve Coffee Creek and only approx. 13% of Basalt Creek developments. 160 linear feet of 21" pipe, railroad crossing. Extends under the P&W Railroad. This project may require bore and jack construction.	\$480,000 2014	\$648,000 (35% Inflation)	\$698,880 (1.456 index increase)
Conceptual Sewer System, Basalt Creek Utility Infrastructure Concept Plan (2016)	Assumes some deep trenching and rock excavation, generally a mix of 8" and 10" mainlines. Some force mains may be required, assumed 8" pipe.	\$11,511,000 2016	\$15,309,630 33% inflation	\$17,393,121 1.519 index increase

To serve the Basalt Creek local area, gravity collection lines flow generally south and west along proposed road layout (20,000 LF). 8" to 12" diameter mains are anticipated, with some deep trenching and rock excavation requirements expected.

For the West Railroad area, gravity line flows from Clay St west, cross the railroad, and meet the proposed local street alignment in West Railroad to Grahams Ferry (6,900 LF). A lift station is required with a pressure main along Grahams Ferry to Cutter St (380 LF) before returning to gravity along Cutter to Garden Acres (1,430 LF). A 10" diameter pipe is anticipated for gravity lines.

### Stormwater

Day Road Improvements Phase 1 and 2 are required to serve the Basalt Creek Development (Stormwater Master Plan, 2024).

Project Name, Document Sited	Project Description	Cost, Date of Cost	Adjusted Cost, 2024 (CPI)	Adjusted Cost, 2024 (NHCCI)
Day Road Improvements, Phase 1 (Stormwater Master Plan, 2024)	Regrade and reconstruct 4,500 feet of open channel to eliminate negative slope, widening to floodplain at 223.0. Install 200 LF of open-bottom or box culverts (4 culverts total). Remove the unmapped, 50-foot existing culvert and install 180 LF of two barrel, 36-inch diameter PVC culverts at Day Road.	\$8,020,000 2024		
Day Road Improvements, Phase 2 (Stormwater Master Plan, 2024)	Remove 1,200 LF of existing pipe. Upsize 1,800 LF of existing 36-inch parallel storm pipes to 48-inch. Replace seven 72-inch manholes and install 3 trash racks.	\$3,930,000 2024		

Additionally, stormwater mains are expected to follow the road layout (20,000LF), 12” diameter.



# Synopsis of Basalt Creek Concept Plan Land Use Districts

## Introduction

This synopsis provides background information about scenario planning that shaped the Basalt Creek Concept Plan (BCCP) map and land use districts, and details about each land use type. It also incorporates new information from analyses completed as part of the Phase 1 of the Wilsonville Industrial Land Readiness (WILR) project that could influence decision making about refinement of the land use types in response to changes in the Basalt Creek Planning Area (BCPA) since adoption of the Concept Plan.

## Analysis of Contractor Establishments

The Analysis of Future Development of Contractor Establishments, one of the key reports prepared for Phase 1 of the WILR project, evaluated the redevelopment potential of contractor establishments in the BCPA under current market conditions. As much of the BCPA including West Railroad, north of SW Clay Street, and the eastern half of the north side of SW Day Road, is occupied by contractor establishments, this creates additional challenges to urban industrial development. The analysis notes that contractor establishments are unlikely to transition to higher intensity uses without City intervention and, if the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

## Concept Plan Scenario Planning

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

## Final Concept Plan Development

Scenarios were used in the BCCP to understand how different land use decisions, infrastructure investments, other regulations and policies might impact the future outcomes in Basalt Creek – and how well they achieved the guiding principles for the planning process. The scenarios that were designed and tested for the BCPA integrated many different variables (such as different land uses and service areas) and the relationships between those variables. By modifying the scenarios, the impact of different sets of decisions were able to be better understood.

A series of five scenarios were developed in an ongoing iterative process. These scenarios were fully analyzed for transportation, infrastructure, and land use implications, including how land use types and densities were balanced to meet obligations for providing regional employment capacity while limiting negative impacts on congestion and traffic levels. A preferred scenario was developed, which became the basis for the Basalt Creek Concept Plan Map.

## Basalt Creek Concept Plan Map and Land Use Types

The BCCP Map, shown below after the summary table, includes three land use types in the area designated as future City of Wilsonville: High-Tech Employment District, Light Industrial District, and Craft Industrial District. Each land use district includes an assumed mix of office, industrial, warehousing and retail as shown in the table below:

*Table 1. Assumed Use Mix for Basalt Creek Concept Plan Land Use Districts.*

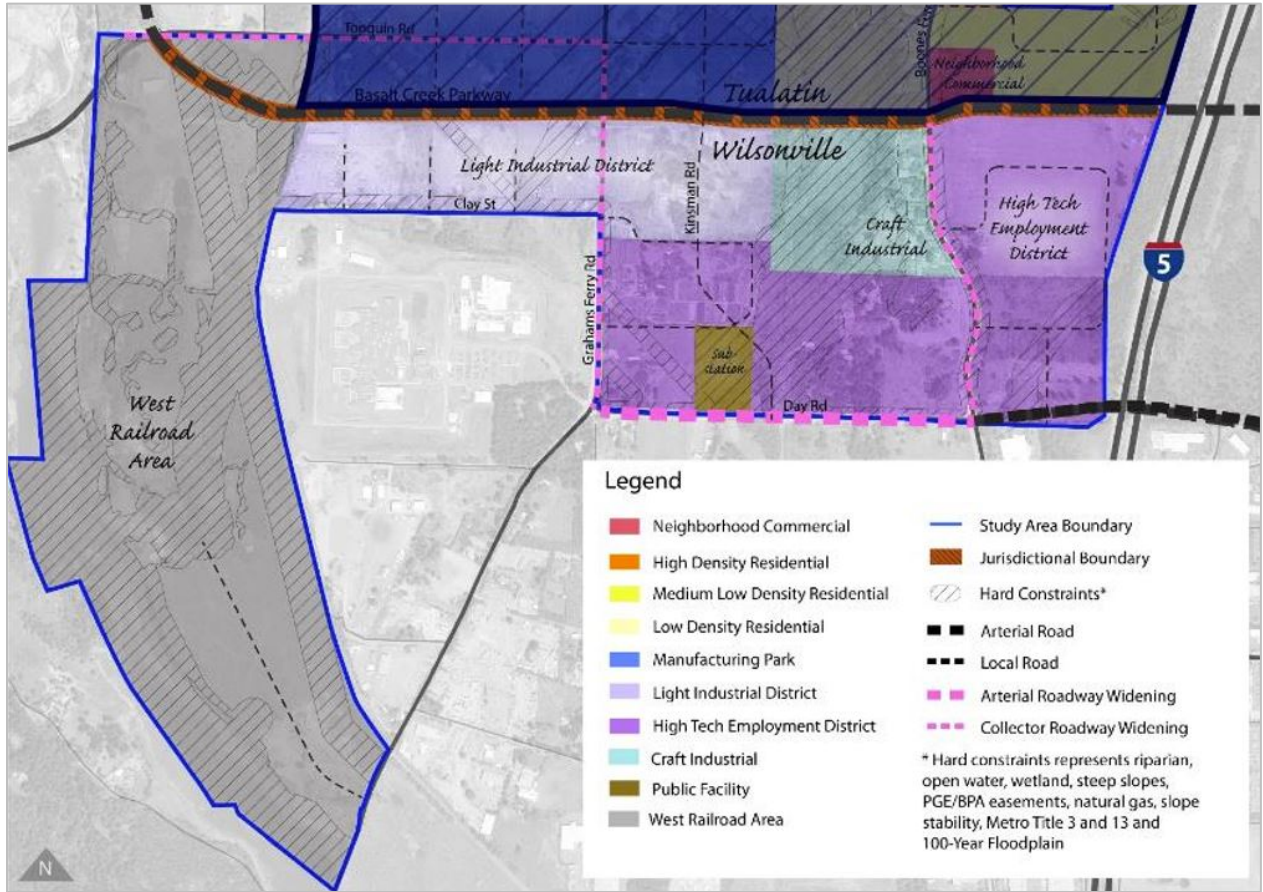
Land Use District	Use/Share %				Jobs	
	Office	Industrial	Warehousing	Retail	Total	Per Gross Acre
High-Tech Employment	45%	38%	15%	1%	1916	20.28
Light Industrial	19%	69%	11%	1%	581	16.46
Craft Industrial	31%	44%	1%	24%	27	21.70

Because the West Railroad area was considered heavily constrained by natural resources and lack of access to transportation and utility infrastructure, assigning a land use type to this area was deferred until further planning could occur.

The land use types represent a mix of employment development types, include a modest opportunity for live/work housing in the Craft Industrial District, support adjacent and nearby industrial areas such as the Coffee Creek Industrial Area, and provide flexibility to meet a range of market demands. The BCCP considered the land use types and uses to be good candidates for the City’s Industrial Form-based Code, adopted in 2018 for the Coffee Creek Industrial Area, should the City decide to extend it north into all or a portion of the BCPA.



Figure 1. Basalt Creek Concept Plan Map with Land Use Designations.

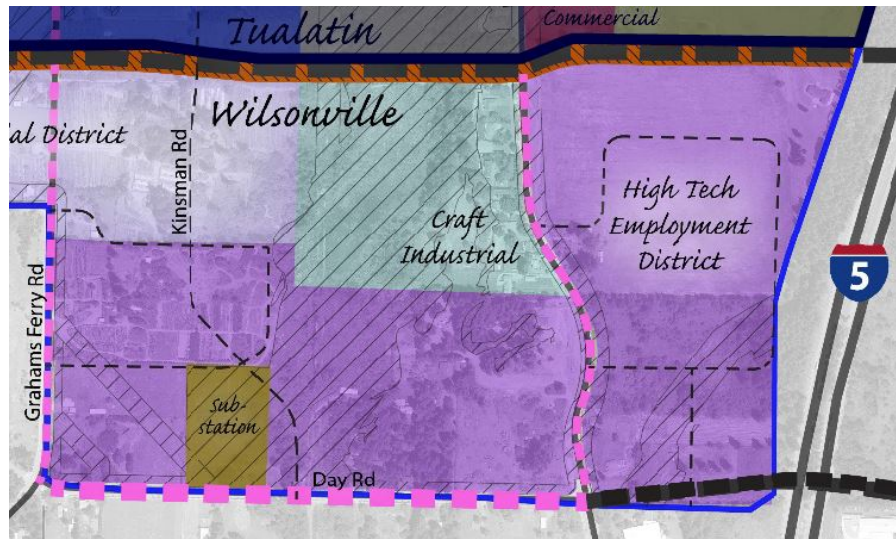


## Land Use Districts

As discussed in the previous section, the BCCP Map includes three land use types: High-Tech Employment District, Light Industrial District, and Craft Industrial District. Each is discussed in detail in this section, including new information from analyses completed as part of the Phase 1 of the Wilsonville Industrial Land Readiness (WILR) project that could influence decision making about refinement of the land use types in response to changes in the Basalt Creek Planning Area (BCPA) since adoption of the Concept Plan. In addition, although the West Railroad area was not assigned a land use type in the BCCP, because it was heavily constrained with limited development potential, changes have occurred in the intervening years that warrant planning consideration for designating land use type(s). Hence, West Railroad also is discussed in this section.

### High-Tech Employment District

The High-Tech Employment District, shown in purple on the BCCP Map excerpt below, is planned for all land in the BCPA east of SW Boones Ferry Road and most of the land south of SW Clay Street, if extended to the east side of SW Grahams Ferry Road, and extending south to SW Day Road, and bordered to the west by Coffee Creek Correctional Facility.



This land use type as modeled in the BCCP is expected to accommodate the largest number of jobs, estimated to be 1,916. Envisioned to include high-tech single-users accompanied by manufacturing and some warehouse space, employment was assumed to be roughly half office and half industrial. Initially modeled as one- and two-story buildings, the City desired to provide opportunities for four- to five-story office buildings as well, particularly near I-5 and along SW Boones Ferry Road.

Another consideration in determining the geographic extent of this High-Tech Employment District is that properties on the south side of SW Day Road are in the Coffee Creek Master Plan area, which is zoned PDI-RSIA with the Coffee Creek Industrial Design Overlay District (form-based code). Thus, assigning this land use type to properties on the north side of SW Day Road would result in consistency

of use and development form along both sides of the roadway, particularly if the Design Overlay District were extended to include all or part of the BCPA.

Some examples that were modeled for the High-Tech Employment District in the BCCP include Eaton on SW Kinsman Road, DW Fritz on SW Boeckman Road, and Rockwell on SW Parkway Avenue. These developments or similar examples are illustrated below:



In many ways, development envisioned for the High-Tech Industrial District is similar to what is anticipated in the Coffee Creek Industrial area – an industrial district appropriate for light manufacturing, flex uses, corporate headquarters and technology campuses, and industrial office, with some ancillary warehousing and distribution, as well as limited retail and service uses. The BCCP originally envisioned office space within each land use type with the highest share in the High-Tech Employment District and anticipated that the office space would be in connection with industrial users. However, the recently prepared Economic Inventory and Land Use Analysis for Phase 1 of the Wilsonville Industrial Land Readiness project, concluded that nationally and regionally demand for office space has been in decline with remote and hybrid work trends continuing to impact the need for office space. Therefore, while office will likely still be a part of the BCPA, it may occupy a smaller share than originally envisioned.

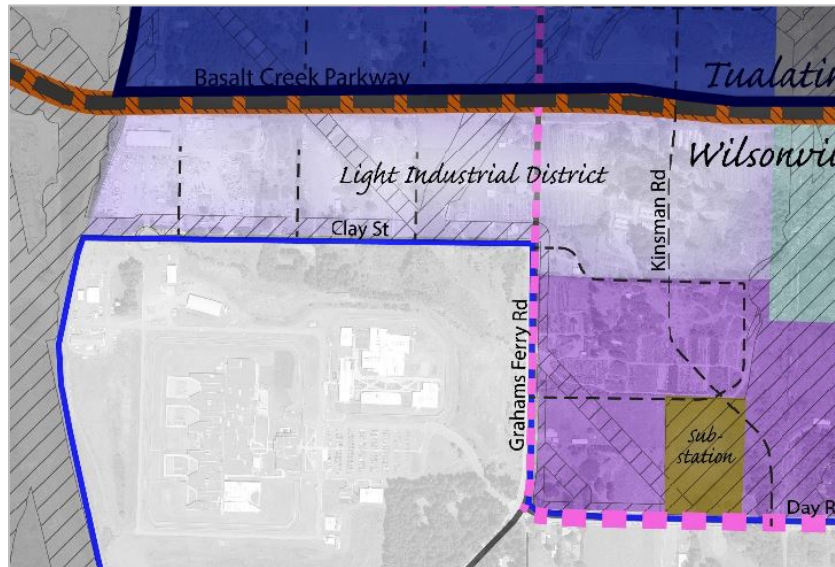
The Site Suitability Analysis prepared as part of Phase 1 of the WILR project includes the SW Greenhill site, which spans 57 acres in the High-Tech Employment land use type east of SW Boones Ferry Road.

This site's high proportion of undeveloped land, consolidated land ownership (two owners), and proximity to existing infrastructure, make it one of the most attractive locations in Basalt Creek for industrial development. Consistent with the vision of the BCCP, the site could be physically suitable for high-tech supply chain, cleantech industries, advanced manufacturing, food processing, warehousing and distribution, and industrial business parks or R&D campuses. Its proximity to transportation networks and regional workforce access further enhances its competitiveness.

There are some challenges posed by the presence of contractor establishments north of SW Day Road, along its eastern half within this land use type, that create additional challenges to urban industrial development. As noted earlier, contractor establishments are unlikely to transition to higher intensity uses without City intervention and, if the City seeks to promote urban industrial development in these areas, a more proactive approach will be necessary, including targeted incentives and policies to encourage redevelopment.

### Light Industrial District

The Light Industrial District, shown in light purple on the BCCP Map excerpt below, is planned for land on the southern side of the future Basalt Creek Parkway between it and SW Clay Street, north of Coffee Creek Correctional Facility, and east of SW Grahams Ferry Road to the Basalt Creek Canyon.



This land use type is expected to include primarily manufacturing and warehouse uses in single- or multi-tenant buildings with some office and commercial activities. The Light Industrial is anticipated to accommodate a moderate number of jobs, estimated at 581 in the BCCP.

Some examples that were modeled for the Light Industrial District in the BCCP include Synergy Medical Systems (formerly American Medical Concepts) at 28050 SW Boberg Road, Houston's at 9799 SW Freeman Drive, McKesson at 970 SW Commerce Circle, Rite Aid at 29555 SW Boones Ferry Road, Canyon Creek Business Center and Wilsonville Corporate Center. These developments or similar examples are illustrated below:

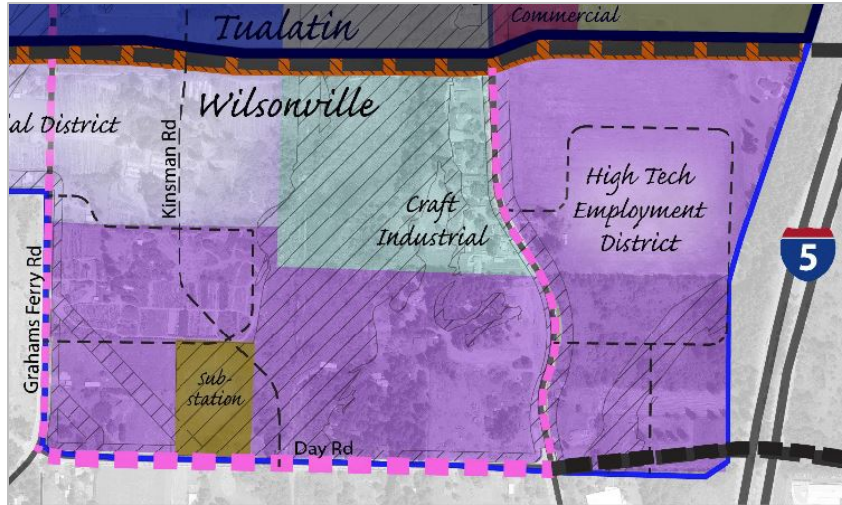


The uses and form of development in the Light Industrial District as envisioned in the BCCP is similar to development in existing industrial areas of the City, such as along SW 95<sup>th</sup> Avenue, SW Commerce Circle, and SW Boberg Road. Although the Site Suitability Analysis prepared as part of Phase 1 of the WILR project does not include a site with this land use type designation, it notes that an approach supporting a wide range of industrial and office uses consistent with the BCCP and the Economic Inventory is desirable. This approach allows the market to determine the most appropriate locations for various business types while still prioritizing industries aligned with the City’s employment and wage goals.

It should be noted that there are some challenges posed by the presence of contractor establishments on the north side of SW Clay Street, west of SW Grahams Ferry Road, that create additional challenges to urban industrial development.

## Craft Industrial District

The Craft Industrial District, shown in turquoise on the BCCP Map excerpt below, is planned at the southwest corner of the intersection of SW Boones Ferry Road and the future extension of the Basalt Creek Parkway. This land use type anticipates a mix of small tenant spaces for creative industries and smaller-scale commercial uses and may include some limited residential use.



The Craft Industrial District responds to existing single-family residential development in the area, topography and natural constraints of the Basalt Creek Canyon, and the area’s location directly south across the Basalt Creek Parkway from residential land and a neighborhood commercial node in Tualatin. Business development is expected to occur gradually over time, providing a transition to the higher intensity employment uses to the east and south in the High-Tech Employment District. In the long term, the area is anticipated to have two- to three-story buildings with small tenant spaces for light industrial manufacturing and office uses on the ground floor, as well as some retail, and living space above. Industries could include incubator, craft and artisan, innovation, and maker spaces. This land use type as modeled in the BCCP includes less than 20% residential use and is expected to accommodate 27 new jobs and 6 new housing units in the form of live-work or work-live units.

Some examples that were modeled for the Craft Industrial District in the BCCP include the Hood River waterfront and southeast Portland. Hood River, in particular, was considered a good example of development that could occur in the Craft Industrial District with two- and three-story buildings being used by craft industries with live-work spaces adjacent to a park, natural areas, and other industrial uses. Developments in these areas or similar examples are illustrated below:





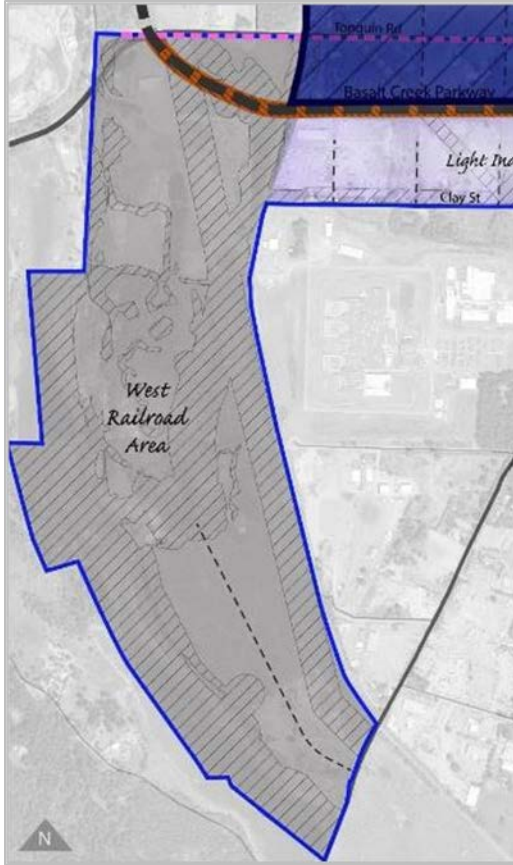
The BCCP envisioned a mix of uses in the Craft Industrial District that blend well with adjacent neighborhoods. These could include small tenant spaces for creative industries, such as incubator spaces, craft beer, wine, and food spaces, a tasting room, brewery, seamstress, photographer or photography studio, or the newest tech innovations, with some office, retail, and services. This could enable young entrepreneurs to live and work close to industries with which they would want to partner, and could provide supporting services and retail for employees.

The Site Suitability Analysis prepared as part of Phase 1 of the WILR project reviews the potential of this Craft Industrial District. With only 14 acres of unconstrained land available for development and its proximity to residential areas to the north in Tualatin, as well as existing residential development on parcels in this land use type, its suitability for high-intensity industrial uses is limited. The analysis concludes that the area aligns with the BCCP's vision for small-scale or micro-industrial uses, such as live-work spaces or makerspaces.

With site aggregation, as noted in the Site Suitability Analysis, the southeastern portion of the Craft Industrial District could accommodate small-scale industrial or office users on up to five acres. These uses could resemble industrial condo developments like the Commerce Circle Business Park or Riverwood Business Center, which integrate office and small-scale production spaces. The northeastern portion, while it could also redevelop, is likely less appealing due to its irregular shape and nearby high-value residences. The presence of existing residences, including some high-value homes, is likely to delay redevelopment timelines compared to other areas in the BCPA, although it is possible that transitional uses such as home-based businesses or cottage industries in accessory structures, could occur in the interim.

## West Railroad

West Railroad, shown grey on the BCCP Map excerpt below, is divided from the rest of the BCPA by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. When the BCCP was adopted, this area was heavily constrained by natural resources, fragmented property ownership, and lack of access to adequate water, sewer, and transportation infrastructure. Although the area was considered to have potential for resource conservation and future public access to nature, due to the constraints, a future land use scenario was not created.



The Site Suitability Analysis prepared as part of Phase 1 of the WILR project includes West Railroad as an opportunity site, which spans 165 acres. The large parcels and access to regional transportation networks could make West Railroad physically suitable for uses such as general manufacturing, food processing, and warehousing or distribution. Proximity to Coffee Creek's industrial area further enhances its appeal to businesses providing support services to neighboring industries.

However, significant infrastructure upgrades are required in West Railroad, and access is limited by only one established point of vehicular ingress and egress at SW Grahams Ferry Road. The low railroad undercrossing on SW Grahams Ferry Road further constrains access as it does not currently allow passage by standard-height semi-trucks. The area's proximity to a rail line and a mining operation could make it less attractive to advanced manufacturing or other industries sensitive to vibration. Finally, the proliferation of contractor establishments in West Railroad in recent years creates additional challenges to urban industrial development as discussed in the introductory section of this synopsis.





# PLANNING COMMISSION

## WEDNESDAY, FEBRUARY 12, 2025

### INFORMATIONAL

4. City Council Action Minutes (January 6 & 23, 2025) *(No staff presentation)*



## CITY COUNCIL ACTION MINUTES

January 06, 2025 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

---

### PRESENT:

Mayor O'Neil  
Councilor President Berry  
Councilor Cunningham  
Councilor Dunwell  
Councilor Shevlin

### STAFF PRESENT:

Amanda Guile-Hinman, City Attorney  
Andrea Villagrana, Human Resource Manager  
Andrew Barrett, Capital Projects Engineering Manager  
Bill Evans, Communications & Marketing Manager  
Bryan Cosgrove, City Manager  
Cindy Luxhoj, Associate Planner  
Dan Pauly, Planning Manager  
Fred Weinhouse, Municipal Court Judge  
Jeanna Troha, Assistant City Manager  
Kimberly Veliz, City Recorder  
Robert Wurpes, Chief of Police  
Zach Weigel, City Engineer  
Zoe Mombert, Assistant to the City Manager

### SWEARING IN CEREMONY

The swearing in ceremony began at 7:01 p.m.

1. Oath of office administered by Judge Fred Weinhouse to newly elected Mayor Shawn O'Neil, Councilor Anne Shevlin and Councilor Adam Cunningham.

### CALL TO ORDER

The Mayor called the City Council meeting to order at 7:06 p.m.

2. Roll Call
3. Pledge of Allegiance
4. Motion to approve the following order of the agenda.

**City Council**  
**January 06, 2025**

**Page 1 of 3**

Approved 5-0.

## **MAYOR'S BUSINESS**

5. Brief Remarks from Newly Elected Officials
6. Break for Refreshments
7. Vote for Council President

Councilor Berry was nominated and voted as City Council President. Passed 5-0.

8. Upcoming Meetings

Upcoming and prior meetings and events were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

## **COMMUNICATIONS**

There was none.

## **CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS**

This was an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It was also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing.

## **COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS**

Councilors announced prior and upcoming meetings and events.

## **CONSENT AGENDA**

9. **Resolution No. 3184**  
A Resolution to Allocate Community Cultural Events and Programs Grant Funds for Fiscal Year 2024/2025.

10. Minutes of the December 2, 2024 City Council Meeting.

The Consent Agenda was approved 5-0.

## **NEW BUSINESS**

11. **Resolution No. 3167**

**City Council  
January 06, 2025**

**Page 2 of 3**

A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property And Property Interests Related To Construction Of The Boeckman Creek Flow Mitigation Project (CIP #7068).

Resolution No. 3167 was adopted 5-0.

### **CONTINUING BUSINESS**

There was none.

### **PUBLIC HEARING**

12. **Ordinance No. 896** *1st Reading (Quasi-Judicial Land Use Hearing)*

An Ordinance Of The City Of Wilsonville Annexing Approximately 9.00 Acres Of Property Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

After a public hearing was conducted, Ordinance No. 896 was adopted on first reading by a vote of 5-0.

13. **Ordinance No. 897** *1st Reading (Quasi-Judicial Land Use Hearing)*

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 9.00 Acres Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

After a public hearing was conducted, Ordinance No. 897 was adopted on first reading by a vote of 5-0.

### **CITY MANAGER'S BUSINESS**

Reminded that the City Manager Reports were included in the City Council packet.

The City Manager welcomed the new Mayor and Councilors.

### **LEGAL BUSINESS**

The City Attorney announced the Court of Appeals affirmed, without opinion the Land Use Board of Appeals' (LUBA) decision regarding Home Depot's appeal.

### **ADJOURN**

The Mayor adjourned the meeting at 9:30 p.m.



## ACTION MINUTES

January 23, 2025 at 5:00 PM

Wilsonville City Hall & Remote Video Conferencing

---

### PRESENT:

Mayor O'Neil  
 Councilor President Berry  
 Councilor Dunwell  
 Councilor Cunningham  
 Councilor Shevlin

### STAFF PRESENT:

Amanda Guile-Hinman, City Attorney  
 Beth Wolf, Senior Systems Analyst  
 Bryan Cosgrove, City Manager  
 Kimberly Veliz, City Recorder  
 Mark Ottenad, Public/Government Affairs Director  
 Matt Lorenzen, Economic Development Manager  
 Miranda Bateschell, Planning Director

### WORK SESSION [5:00 p.m.]

#### REVIEW OF AGENDA AND ITEMS ON CONSENT

There was none.

#### COUNCILORS' CONCERNS

There was none.

#### PRE-COUNCIL WORK SESSION

1. City Council Members' Assignments to City Boards and Intergovernmental Committees

Council determined which members would serve as primary and alternative representatives on City, State and regional boards.

2. 2025-2026 State Legislative Agenda

Staff informed the Council about the 2025 State Legislative Priorities.

### 3. 2025 State Legislative Session Priorities

Staff informed the Council about the 2025 State Legislative Priorities.

### 4. Joint Values and Outcomes for the 2025 Legislative Transportation Package by the Communities of Clackamas County

Staff explained the cities of Clackamas County were being asked to re-approve the Joint Values and Outcomes for the 2025 State Legislative Transportation package.

**ADJOURN [6:06 p.m.]**

**EXECUTIVE SESSION [6:13 p.m.]**

- ORS 192.660(2)(h) Legal Counsel/Litigation

**ADJOURN [7:09 p.m.]**

**CITY COUNCIL MEETING [7:15 p.m.]**

**CALL TO ORDER**

5. Roll Call
6. Pledge of Allegiance
7. Motion to approve the following order of the agenda.

Motion approved 5-0.

**MAYOR'S BUSINESS**

8. City Council Members' Assignments to City Boards and Intergovernmental Committees

The Council members' appointments were confirmed 5-0.

9. 2025-2026 State Legislative Agenda

The 2025-26 State Legislative Agenda was adopted 5-0.

10. 2025 State Legislative Session Priorities

The 2025 State Legislative Session Priorities was adopted 5-0.

## 11. Joint Values and Outcomes for the 2025 Legislative Transportation Package by the Communities of Clackamas County

The Joint Values and Outcomes for the 2025 Legislative Transportation Package by the Communities of Clackamas County was adopted 5-0.

## 12. Upcoming Meetings

Upcoming meetings were announced by the Mayor as well as the regional meetings he attended on behalf of the City.

## COMMUNICATIONS

### 13. Metro Housing Funding Update

Metro Councilors presented on the Metro Housing Bond and Supportive Housing Services.

## CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This was an opportunity for visitors to address the City Council on any matter concerning City's Business or any matter over which the Council has control. It was also the time to address items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing.

## COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors announced prior and upcoming meetings and events.

## CONSENT AGENDA

### 14. Minutes of the January 6, 2025 City Council Meeting.

The Consent Agenda was adopted 5-0.

## NEW BUSINESS

There was none.

## CONTINUING BUSINESS

### 15. **Ordinance No. 896** - *2<sup>nd</sup> Reading (Quasi-Judicial Land Use Hearing)*

An Ordinance Of The City Of Wilsonville Annexing Approximately 9.00 Acres Of Property Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

Ordinance No. 896 was adopted on second reading by a vote of 4-0-1.

16. **Ordinance No. 897** -2<sup>nd</sup> Reading (*Quasi-Judicial Land Use Hearing*)

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 9.00 Acres Located At 7400 SW Frog Pond Lane For Development Of A 28-Lot Residential Subdivision.

Ordinance No. 897 was adopted on second reading by a vote of 4-0-1.

**PUBLIC HEARING**

There was none.

**CITY MANAGER'S BUSINESS**

No report.

**LEGAL BUSINESS**

The City Attorney shared the Public Contracts Quarterly Report was included in the packet for Council's information.

**ADJOURN [9:22 p.m.]**





# PLANNING COMMISSION

## WEDNESDAY, FEBRUARY 12, 2025

### INFORMATIONAL

5. 2025 PC Work Program *(No staff presentation)*

# 2025 DRAFT PC WORK PROGRAM SCHEDULE

Item 5.

Updated 1/28/2025

AGENDA ITEMS			
Date	Informational	Work Sessions	Public Hearings
<b>JANUARY 8</b>		<ul style="list-style-type: none"> <li>Climate Action Plan</li> <li>CFEC Parking</li> </ul>	
<b>FEBRUARY 12</b>		<ul style="list-style-type: none"> <li>Wilsonville Industrial Land Readiness (Basalt Creek)</li> </ul>	
<b>MARCH 12</b>		<ul style="list-style-type: none"> <li>Wilsonville Industrial Land Readiness (Basalt Creek)</li> </ul>	
<b>APRIL 9</b>		<ul style="list-style-type: none"> <li>CFEC Parking</li> <li>Housing Our Future</li> </ul>	
<b>MAY 14</b>		<ul style="list-style-type: none"> <li>Climate Action Plan</li> <li>Wilsonville Industrial Land Readiness (Basalt Creek)</li> </ul>	<ul style="list-style-type: none"> <li>Housing Our Future</li> </ul>
<b>JUNE 11</b>	<ul style="list-style-type: none"> <li>Annual Housing Report</li> </ul>	<ul style="list-style-type: none"> <li>Wilsonville Industrial Land Readiness (Basalt Creek)</li> </ul>	<ul style="list-style-type: none"> <li>Climate Action Plan</li> <li>CFEC Parking</li> </ul>
<b>JULY 9</b>			<ul style="list-style-type: none"> <li></li> </ul>
<b>AUGUST 13</b>	<ul style="list-style-type: none"> <li>2025 Oregon Legislature Post Session Update and Impact on Planning in Wilsonville</li> </ul>		
<b>SEPTEMBER 10</b>		<ul style="list-style-type: none"> <li>Housing Our Future (actions kickoff)</li> </ul>	
<b>OCTOBER 8</b>		<ul style="list-style-type: none"> <li>Wilsonville Industrial Land Readiness</li> </ul>	
<b>NOVEMBER 12</b>		<ul style="list-style-type: none"> <li>Comprehensive Plan Update (kickoff)</li> </ul>	
<b>DECEMBER 10</b>			Wilsonville Industrial Land Readiness (Code)
<b>JAN. 14, 2025</b>			
<b>2025 Projects To Be Scheduled</b>		<b>Future (2026)</b>	
<ul style="list-style-type: none"> <li>Water Distribution System Master Plan</li> </ul>		<ul style="list-style-type: none"> <li>Comprehensive Plan Update</li> <li>Transportation System Plan Update</li> <li>Housing Our Future Implementation</li> </ul>	

\\cityhall\cityhall\planning\Planning Public\Planning Commission\Scheduling\2024 PC WORK PROGRAM SCHEDULE.docx