PLANNING COMMISSION AGENDA

June 10, 2026 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.wilsonvilleoregon.gov/PC-SpeakerCard
or via email to Mandi Simmons: msimmons@wilsonvilleoregon.gov, 503-570-1571
Written materials must be submitted 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]

Rob Candrian	Andrew Karr
Matt Constantine	Yana Semenova
Nicole Hendrix	Jeff Zundel

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. Consideration of the May 13, 2026 Planning Commission minutes

WORK SESSION [6:30 PM]

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)(60 Minutes)

3. Town Center Building Height Waiver (Guile-Hinman)(60 Minutes)

INFORMATIONAL [8:30 PM]

4. City Council Action Minutes (May 4 & 18, 2026)(No staff presentation)

5. 2026 PC Work Program (No staff presentation)

ADJOURN [8:35 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 or : 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.

Habrá intérpretes disponibles para aquéllas personas que no hablan Inglés, previo acuerdo.

Comuníquese al 503-682-4960.

PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

ADMINISTRATIVE MATTERS

1. Consideration of the May 13, 2026 Planning Commission minutes

Wilsonville Planning Commission
Regular Meeting Minutes
May 13, 2026
Wilsonville City Hall & Remote Video Conferencing
https://www.ci.wilsonville.or.us/meetings/pc

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CALL TO ORDER - ROLL CALL
Chair Semenova called the meeting to order at 6:00 pm.

Present:	Yana Semenova, Matt Constantine, Andrew Karr, Rob Candrian, and Jeff Zundel
Excused:	Nicole Hendrix.
Staff Present:	Miranda Bateschell, Amanda Guile-Hinman, Kim Rybold, and Mandi Simmons

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was recited.

CITIZEN INPUT
George Dunn, Wilsonville resident, spoke regarding the proposed removal of the Town Center height waiver, noting that housing costs are pushing younger residents out of the community they grew up in. Most of the conversations he hears about the waiver revolve around fears of turning into Portland, of building heights, change, and losing the town's culture. However, Wilsonville's culture is not derived from big box stores and empty parking lots, but from its residents. These fears distract the community from its real issues, including an aging population, a shrinking workforce, and the fact that those who keep the community vibrant can no longer live here. For years, many residents have treated Wilsonville like a gated community, but gated communities are expensive, both financially and socially. For Wilsonville to remain strong, housing is needed for young workers, young families, and even the aging parents they care for. Currently, he and his wife must drive more than an hour to provide healthcare transportation for her parents, and the family cannot afford to have them live in town. He asked the Planning Commission to not eliminate the height waiver, which was not a blank check as any project would still be required to go through community review. The Town Center Plan was a 40-year plan and the Planning Commission's decisions would shape the options available to people who are not yet born. By the time the Plan reaches completion, his infant son would be in his 40s, having possibly served a full term on the Planning Commission. If the concern was the pacing or scale of the project, he suggested implementing something like a 10-year moratorium to allow a pause for a decade, giving future generations the opportunity to review the plan based on their needs at that time. It would also give everyone time to breathe and take time with the issue, without removing a tool from future generations that might desperately be needed. He asked that the Commission not take away options from the people

who will inherit the city and urged them to plan for a Wilsonville that welcomes its youth back instead of pushing them away.

Adam Cunningham, Wilsonville resident, had read and reviewed all 1,611 pages of the Town Center Outreach Phases 1, 2, and 3, which were not included in the Planning Commission packet materials but should have been. All policymakers involved with Town Center should review the documents in detail because this is where the community's voice can be found, especially given how frequently the award-winning outreach document claims to support the formation of a community-driven plan. Given the three-minute speaking limit, he submitted a written summary of his observations for the record and had 36 pages of detailed notes available upon request. Within more than 1,600 pages of documentation, he found only six references to building heights above five stories. The first reference came from the initial task force meeting in March 2017, when an unidentified participant stated, "Development of taller buildings, even as tall as seven or ten stories, was seen as most appropriate along the freeway corridor." He questioned how this could have been known before any community feedback had been received. Two references in Phase 3 originated from Planning Commission meetings in 2018, neither of which was born of any detectable community input. The remaining three references came from surveys and a Question of the Month. The survey examples, which were actual community input, indicated disfavor by more than 50 percent. The Question of the Month demonstrated a clear preference for the other listed option of four- to six-story mixed-use buildings. Any other time a building of up to six stories was presented to citizens to gauge interest, only disinterest was found. If residents asked for six-story buildings, it was not documented in the City's award-winning outreach. By all appearances, most conversations in these documents centered on three to four stories, and respondents tended to shy away from high-rises. If the award-winning outreach truly accomplished what it purported to do by developing a plan based on a community-driven vision, City staff should be able to provide direct, specific citations from the outreach to support any policy guidance on additional building height. The 2025 Town Center Survey was another critically important document in the discussion. If the Planning Commission had not reviewed the survey results, they were not operating with all the information necessary to advance community-driven policy. Question 6 asked which downtowns residents would like to see Wilsonville emulate, and the top five answers, accounting for more than half of all responses, were Lake Oswego, West Linn, Sherwood, McMinnville, and Canby. He questioned whether anyone had seen a six-story building in any of those towns, particularly in their downtowns. If citizens did request six-story buildings, it should be easy to point to those specific requests. He urged the Planning Commission to be curious about how the City arrived at this point and to demand answers and accountability, adding that citizens deserve it.

Brad Williams noted his address and contact information were on file and shifted his intended remarks based on earlier testimony. His personal journey to home ownership in Wilsonville began with working at Mentor Graphics in 1998, living in an apartment across from the high school, and then moving through homes in West Linn, Beaverton, and Hubbard to build equity before eventually being able to live in Wilsonville. He purchased a brand new four-bedroom

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house in Hubbard because a new home there was $75,000 to $100,000 less than in Wilsonville, even though he did not truly want to live outside the community. This was the necessary process many people go through to build equity unless they are considerably wealthy, which he clarified he is not. The Town Center Plan does not genuinely address affordability, as demonstrated by prices at Vuela, which many people mock online because even that development, intended as an answer to low-income housing, is unaffordable, with some apartments renting for more than his combined mortgage, taxes, and insurance. Increasing building height or the number of units will not make housing more affordable. Suburbs were created so people could get away from high density, overcrowding, and the crime that accompanies those conditions, and he was baffled that the City might recreate those issues in Wilsonville. Wilsonville is not affordable for everyone, but it has many qualities that make it worth the sacrifice of building equity elsewhere to eventually return and live here. The Town Center Plan drawings consistently depicted four-story buildings, and when people are shown a picture of what will be built, they expect that to be the final result. He did not understand why the project continued to get bigger despite the outreach and feedback and questioned whether the Town Center project was being driven by developers and realtors or by Wilsonville's citizens.

Dina Ochs stated that this was her first Planning Commission meeting. She grew up in Wilsonville, raised her family here, and had naively assumed community input was taken into account. After hearing that a city official remarked that nobody attended Planning Commission meetings, she made a point of being present, though she did not wish to be and felt she should not have to be present to ensure the community was heard. In May 2024, the Urban Renewal Advisory vote for Town Center failed. Although the vote related to the financing option, it should have been taken as a red flag regarding how people felt about the current Town Center Plan. Ms. Ochs had completed all the surveys and knew residents were never asked about building heights. The most recent City survey clearly showed housing at the bottom of residents' priorities, which did not mean the city should not have housing, only that it was not the foremost priority. Residents expressed a desire for something similar to Lake Oswego, West Linn, Canby, and other cities, none of which have five- to seven-story buildings. Instead, they feature bustling, vibrant communities with ample parking. She recently had dinner in Lake Oswego and found it charming, noting that the city maintained its culture while incorporating a fitting lifestyle. Seven-story buildings did not honor the Wilsonville community. She urged the Planning Commission to review the most recent survey results, which reflected what citizens want, and stated it was the Commission's responsibility to listen to the people, not advance an agenda.

Kate Johnson, **Town Center Building Height Waiver Task Force member**, stated she was present to raise concerns about critical talking points she said continue to be dismissed and had not been raised during Task Force meetings. The future of Town Center is being decided, and the community the Commission serves must guide the decision, not follow it. These decisions are permanent and will reshape the character of Wilsonville for generations. Those most affected deserve more than courtesy consultations, particularly during an affordable housing

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crisis, and she questioned the connection. The City is moving too rapidly toward granting developers broad flexibility to construct six- and seven-story apartment buildings in Town Center, backed by public funding as the sole funding mechanism. These are not minor administrative adjustments, and the Commission should slow down and ensure the matter is handled correctly. The Town Center Building Height Waiver Task Force, the body charged with guiding the process, has serious structural problems that undermine its legitimacy. The Task Force's composition does not represent the community. Two members are not Wilsonville residents, and Town Center business owners were largely absent from the table. Community outreach conducted last fall produced clear feedback that was not included and does not appear to be driving the Task Force's work. The process lacks transparency, with key materials and links difficult to access or appearing to downplay what residents actually expressed. The outcome also appears predetermined because every option presented to the Task Force assumes height waivers will continue, while eliminating them was never offered as a choice. The questions being asked do not reflect community concerns, and small group discussions have steered away from the issues residents care most about. During her small group discussion, one Development Review Board (DRB) member remarked that the group had to consider what would appeal to developers. Most tellingly, at the first Task Force meeting, the City's Planning Director framed the Town Center Plan as an urbanization of Wilsonville but never defined the term. What the urbanization of Wilsonville means with respect to waivers should give every Wilsonville citizen pause and every Commissioner reason to ask difficult questions. She clarified they were not asking the Commission to stop development, but to demand a process that is fair, transparent, and genuinely accountable to Wilsonville citizens. The Commission was urged to require that the Task Force reflect the full community, that citizen feedback be meaningfully incorporated, and that all options, including elimination of height waivers, be placed on the table. The window to act is now, and the Commission should use its authority to ensure Wilsonville's future is shaped by its residents, not decided for them.

Doris Wehler stated she was a 60-year Wilsonville resident and had attended hundreds of city meetings, including early Planning Commission meetings, and had served on the original Town Center Task Force in 2018 and 2019. The original Task Force recommendation was for buildings as high as four stories. Somewhere between then and now, four stories had become five stories, as evidenced by the five-story apartment building planned for the former Shari's restaurant property. The Council was now considering seven stories. Key takeaways from the Town Center public engagement update included feedback that building height and design were too tall, too modern, and too much like a big city. Participants also expressed concerns about the amount of housing, traffic, loss of small-town feel, and the perception that crime is greater in high-density developments. She urged the Commission to consider what five-story versus seven-story buildings would look like in Town Center. For example, Vuela is a five-story building with four residential floors totaling approximately 30 apartments per floor. Based on the Council's current projection of 2,400 living units in Town Center, she calculated that the equivalent would be approximately 20 five-story apartment buildings. Allowing waivers for two additional stories could increase capacity to approximately 3,600 living units if the number of buildings remained the same. Allowing a waiver for each living floor across 20 buildings could

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increase density to approximately 4,800 living units, with even greater density possible if the number of units per floor also increased. This was not what Wilsonville citizens wished to see. If the Town Center Plan was to have any hope of receiving public approval, height waivers for additional floors should not be granted. She also urged the Commission to remember that housing was identified as the least desired attribute of the Town Center Plan. The community wanted a re-envisioning of Town Center that it could support, and adding height waivers would effectively end any chance of that occurring.

Ned Walls concurred with comments made by Adam Cunningham. A Wilsonville resident for more than 29 years, he has coached youth and high school football in the community for 27 years and has spent decades getting to know Wilsonville families and residents. His central question was where the evidence exists that residents want buildings as tall as five stories or more throughout Town Center. The City's own outreach findings show that residents value Wilsonville's small-town feel, safety, natural settings, and sense of community, while also expressing concerns about increased density and buildings that feel too much like a big city. In his many years of talking with people, he has yet to hear anyone ask for the kind of dramatic change to Wilsonville's character being discussed. The options under consideration appear to assume height waivers will continue rather than asking whether residents want them at all. More importantly, the work of the Task Force does not appear aligned with feedback gathered during the previous fall's community outreach. Residents raised concerns, but the small group discussions appeared focused on questions that do not fully reflect those concerns. The issue is not simply whether one project receives a waiver, but that repeated waivers gradually shift expectations and weaken original height limits over time. What was intended as an exception eventually begins to become the standard. He has worked in law enforcement in Multnomah County for more than 27 years and, for the last nine years, has worked with many jurisdictions along the I-5 corridor. He said he has seen firsthand how the addition of light rail and apartment buildings can affect a community, noting Rockwood as an example. He has also seen what happens when communities increase density dramatically without fully understanding the long-term impacts. Taller buildings mean more units, more traffic, and more demand on infrastructure, and those changes cannot easily be reversed once they occur. He urged the Planning Commission to slow down before making changes that could permanently reshape Wilsonville and to ensure both the impacts and the community's wishes are fully understood. He questioned whether there is enough demand to fill that many additional units and whether residents have clearly stated this is the direction they want for Wilsonville. Growth is inevitable, but it should reflect the vision of the people who live here, not assumptions made without clear public support. He asked the Commission to gather more data, ensure the process is fully transparent, and directly ask residents if this is truly what they want for Wilsonville.

Elizabeth Peters, Town Center Building Height Waiver Task Force member, stated it was a privilege to be part of that group. During outreach conducted last fall, the City asked residents what they wanted in a Town Center. The process included focus groups and a survey completed by 555 people, which she described as a strong response for Wilsonville, and the outreach was conducted by professional consultants hired by the City. The feedback was clear. Residents

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support local restaurants, retail, parks, and gathering spaces. Most of all, as others had already expressed, residents value Wilsonville's small-town character. The survey also showed clear concerns about density, with increased density ranked as the top concern. Housing variety and affordable housing ranked near the bottom as reasons to support the plan. After reviewing earlier Town Center outreach processes, she could not find evidence that residents were ever directly asked whether developers should be allowed to exceed the original building height limits in the Development Code, which she characterized as concerning. The City asked residents what they wanted, and residents answered clearly that they want a Town Center that fits Wilsonville's character. Residents do not want substantially taller buildings and increased density. Voters also rejected the Town Center Plan in 2024, and that outcome should matter. If the City moves forward without reflecting community priorities, it risks another rejection in the future. For these reasons, she did not support continued building height waivers for developers and concluded height waivers should be removed from the Town Center Development Code.

Justin Diaz noted he has lived in Wilsonville since 2018, and his wife has lived here since 2013. He agreed with Councilor Cunningham's earlier testimony and thanked previous speakers for voicing concerns he also shared. Additional concerns had been communicated to him by immediate neighbors, community members, and a few local businesses he patronizes, and he and his wife shared those concerns as well. They are not opposed to urban renewal, acknowledging it is a valuable, if not necessary, tool. However, they do not support high-density apartments or affordable housing, regardless of whether the structures are below five stories or above. They support a community recreation center, community pool, and new businesses, including retail stores and restaurants. He reiterated opposition to high-density apartments, citing the potential problems they might bring and referencing Portland as an example.

Rick Peters agreed with Councilor Cunningham and previous speakers. He continues to hear about incentives and flexibility for developers and asserted that developers should not drive the decisions. The priority voice in decisions and recommendations must be the people who live in Wilsonville. Wilsonville is a suburb, and he questioned why the City is pursuing urbanization when the community has clearly expressed that it values the city for its small-town feel. Tall buildings do not align with what the community desires, and building height waivers should be eliminated. This is precisely why he and his wife are voting yes on Measure 3-632, because the future of Wilsonville belongs in the hands of its residents.

Kristi Corno shared her personal experience and opinion after purchasing her first home, a three-story townhouse in Wilsonville, six years ago. What she loves most about the home is her front porch, where she sits regularly, along with a small back deck. She speaks about her front porch often enough that her friends and family know how much it matters to her. She objected to Vuela's design and five-story height. When driving past the building, she wonders where residents sit outside. Mental health is a significant county priority and something she takes seriously, and being outside and having the ability to sit outside on one's own property is important. She felt sympathy for Vuela residents because they do not have decks and appear trapped inside the building. Although she did not know how much influence the Planning

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Commission had over building design, picturing many similar buildings in Town Center made her sad. While volunteering at the food bank located on the ground level of Vuela, she met a woman who had recently moved in and asked whether the City would build a small park nearby. The woman then pointed to the wildlife area across the street, which was owned by Metro and designated for wildlife, so she did not believe it would become a park. She acknowledged she may have been reading into the interaction but simply wanted the woman to have a place to sit outside. She could not stand that look or the trajectory she saw the City heading toward. With the former Shari's restaurant property, there would be two five-story buildings with no decks, which was enough for her. Her preference was for two to four stories, which is where she lives. She acknowledged the town does not belong solely to her but asked the Commission to be mindful of the people who will live in these buildings and what their quality of life will be.

John Ludlow stated he has lived in Wilsonville for 50 years and became deeply involved with the original Planning Commission in the early 1970s. When Wilsonville was formed, a group west of the city near Edmundson Road and Ladd Hill strongly opposed urbanization. Known as the Lavender Hill Mob, the group fought growth proposals, including two four-story buildings that still exist today as the AGC Center and Holiday Inn. The Planning Commission faced severe criticism over those projects, and later over the arrival of Tektronix, which opponents claimed would be the beginning of the end. At the time, there was little development in the area, and the four-story buildings were eventually approved. People insisted there should never be anything taller than four stories, and those structures were intended for commercial use, not residential use. There was never any consideration given to elevators or balconies in residential buildings because the buildings were designed for commercial purposes. The Planning Commission later developed the idea that Wilsonville did not want to resemble Beaverton. In his view, Wilsonville now does resemble Beaverton. The Commission ultimately concluded that four stories was an appropriate height limit, and that standard remained in place until the current wave of proposals. He suggested the current push comes from the Portland Metropolitan Association of Realtors and others advocating for what they call urbanization, which he defined as increased density. Wilsonville has already exceeded the 50 percent threshold between residences and apartments and has done more than enough for Metro and those who wish to "stack and pack." Four stories should remain the absolute limit.

Dwight Sims largely agreed with previous testimony but raised specific concerns about wording in the report summary he read before the meeting. Word choice can make a significant difference in perceptions and feelings. The report contained 515 pages, eight of which were devoted to the building height waiver issue. On page 452, the report stated that at its second meeting on April 21, 2026, the Task Force reviewed drafts of different options for revising the waiver provision. He pointed to the phrase "options for revising the waiver provision," noting this did not ask whether waivers should be allowed at all or whether four- to five-story buildings were compatible with Wilsonville's small-town character. This wording immediately ruled out the broader question of what kind of buildings Town Center should have. If revisions to building height waivers were the starting point, the only direction was literally upward.

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Although the report mentioned Option 5, which did not allow any building height waiver, it framed a challenge around having one building, the former Shari's restaurant property, already approved for the additional story, calling it a unicorn in Town Center. He questioned whether avoiding that challenge meant the only option was to build all of them five stories tall or taller. Vuela had already been built to five stories and was not even in Town Center, raising the question of whether the ultimate plan was to eventually place five-story buildings throughout Wilsonville. He has read the *Spokesman* and the *Boones Ferry Messenger* faithfully since moving to the area in 2015 and attended Wilsonville Council meetings regularly for many years but did not recall seeing any public outreach on this question, a point Adam Cunningham and others had also raised. He questioned whether voters' rejection of urban renewal funding for the 2019 version of the Plan stemmed, at least partially, from opposition to placing more than 4,000 housing units in Town Center with buildings only four stories tall. Adding more stories was unlikely to increase voter support for any revised plan. He hoped to hear from the City soon that taller buildings anywhere in Wilsonville would not be on the table for consideration.

Valerie Boucher posed the question of why someone chooses to live in Wilsonville. When her husband retired, they had the opportunity to return to Oregon, where they had lived twice before. They began their search in Portland, decided against Portland, and continued moving farther from the metropolitan area until they found Wilsonville. She recalled leaving Wilsonville in the early 1990s, when it was a small spot on the map with a gas station, perhaps a store, and a house or two. Discovering Wilsonville again in 2020, they found a lovely small town situated in the middle of serene, bucolic countryside. They fell in love with Wilsonville, calling it the friendliest place they had ever lived, with some of the most wonderful people. When she speaks with neighbors about the town, they describe it the same way: beautiful, small suburbia. She became aware not long ago that the Town Center had a plan to place 1,600 living units above retail in the downtown area. The plan later resurfaced with numbers that had grown to more than 4,000 units, which she compared to dust in a house that is cleaned one day, accumulates overnight, and reappears the next day. They then learned there could be waivers to the height restrictions, with six or seven stories discussed this evening. She pictured a citadel in the middle of Town Center, with the only thing missing being a moat. If people desire urban living, Eugene is 100 miles south and Portland is 20 miles away. She urged, "Let Portland be Portland and Wilsonville be Wilsonville."

Eric Winters was called but had left due to a family emergency.

Kristin Roche, President, Wilsonville Meadows HOA, recounted telling a neighbor that she was going to the Planning Commission meeting to discuss five- to seven-story multi-unit buildings in Town Center and described the neighbor's reaction as incredulous. She asked if the Commissioners had spoken with their immediate neighbors about five- to seven-story buildings and what their reactions had been. She knew her neighbors in Wilsonville Meadows would be appalled; that was why she was present tonight, speaking on behalf of a majority of the 300-home neighborhood, including many original homeowners dating back to 1990. A few years ago, Adam Cunningham uncovered the feasibility study, adding she was disappointed that it

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was not posted on the City's website alongside the many documents related to Town Center and community outreach process. The document most important to funding Town Center Plan should have been readily available with the other materials. This raised a red flag for her, and she noted the document still was not listed. She later asked Kim Rybold four questions regarding whether residents were ever asked about density levels, allowed to rank amenities, what the reaction was to a new urbanism model, and what surveys existed beyond the streetscape survey, which received 68 responses. To obtain those basic answers, she received an invoice for $2,308, which she offered to provide. As an observer of the Task Force meetings on April 15 and April 23, 2026, she expected a more balanced discussion following the failed advisory vote. Instead, she believed the Task Force was weighted toward support for seven-story buildings, with only two members, Liz and Kate, providing critical perspectives. She also observed that no discussions occurred regarding the focus groups or survey feedback from the previous fall, despite having participated in a focus group herself. Not one participant in her focus group supported buildings taller than four stories. Reviewing all Town Center renderings shown to the public by City planners, she found that not a single building exceeded four stories. She did not believe it was right that the public was shown four-story buildings while discussions were taking place regarding five- to seven-story buildings. Greater transparency and honesty with the public were needed. She hoped that Option 5 would be selected, as Options 1 through 4 did not meet the expectations of the majority of the public.

Bob Milano stated he and his wife have lived in Villebois since 2016. Villebois is one of Wilsonville's earlier urban renewal districts, developed nearly 20 years ago on approximately 430 acres and approaching 2,700 units. The community includes single-family homes, townhomes, condominiums, apartment buildings, parks, and recreational areas, with approximately 18 homeowner associations. He proudly serves as president of one. Inadequate parking is the single greatest challenge throughout Villebois. His HOA includes 169 single-family residences, yet only five have a driveway. Most homes were marketed as having two-car garages, but in practice, the garages are too small to comfortably accommodate two modern vehicles. Most working families require more than one vehicle for commuting and daily life. Their CC&Rs require at least one vehicle to be parked inside the garage, and he believed other Villebois HOAs have similar rules. As a result, available street parking is already severely limited. Three brand-new, four-story Villebois apartment complexes will house approximately 143 new tenants. Those units were planned at a ratio of one parking space for every two units, meaning at least 70 or more tenants will not have a place to park, further burdening the streets. Most of those 143 units will likely have dual occupancy. The physical layout of Villebois is already well established, and the situation is unlikely to improve; it will remain the same or worsen. The Town Center feasibility study shows approximately the same number of housing units planned for a footprint one-quarter the size of Villebois, which he questioned as reasonable. Although the hope for the future is that people will work remotely, ride bicycles, walk, and use public transportation, he did not believe that reflects current reality. He encouraged the Planning Commission to carefully reconsider the density and number of housing units, which do not adequately account for the infrastructure and traffic patterns of today's economy.

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ADMINISTRATIVE MATTERS

1. Consideration of the March 30 & April 8, 2026 Planning Commission Minutes

The March 30 & April 8, 2026 Planning Commission minutes were accepted as presented.

PUBLIC HEARING

2. Housing Statutory Compliance, Part 1 (Rybold)

Chair Semenova read the conduct of legislative hearing rules into the record and called the public hearing at 6:54 pm.

Senior Planner Rybold introduced the agenda item, stating she and Consultant Heather Austin would present the proposed Development Code amendments related to the first part of the Housing Statutory Compliance Project. The meeting packet included an overview of the project's subject matter, as well as an attachment substantially similar to what was presented at the last work session, with the addition of a table serving as an index to identify which amendments are required by statute and which relate more directly to the Housing Production Strategy. The presentation would walk through the proposed amendments and explain their purpose, after which the Commission would have an opportunity for questions and comments.

Heather Austin, 3J Consulting, presented the Housing Statutory Compliance Part 1 Development Code amendments via PowerPoint. The project team previously held work sessions with the Planning Commission, City Council, and Development Review Boards and had incorporated the input received into the proposed Development Code amendments for the Commission's consideration and recommendation to City Council, which would render the final decision. She reminded that the work involved a statutory compliance code update package with a few additional components. The City's Housing Production Strategy, specifically Action C, Administrative Review, addresses the City's processes for reviewing residential applications to ensure there are no barriers to housing production and aligns well with the State mandates coming from the housing legislation.

- She explained that both Senate Bill 974 and House Bill 4037, passed in 2025 and 2026 respectively, must be implemented by Oregon cities by July 1, 2026. If the City has not updated its Development Code by that date, State law would apply directly. The proposed Code updates attempt to balance statutory requirements with Wilsonville's customer-service-friendly process. The City's two DRBs and easy access to Staff have helped make Wilsonville a housing-development-friendly city, and that would continue along with public access to the process and transparency where possible. As previously discussed, if public notice requirements are limited, the City must increase its social media presence, website updates, and other information channels to ensure the public remains informed.
- Project Schedule. This is Phase 1 of a two-phase project, with a second set of regulatory requirements due by the end of the year. For the first half of 2026, the project remains on track, with this Planning Commission public hearing and a City Council public hearing in June, where the Code amendments would ideally be adopted by July 1. If there is a small gap before adoption, State law would apply directly during that time. (Slide 4)

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- To set the stage for discussing the proposed Code amendments, she reviewed the City's current land use review process for housing, which is divided into three classes, with a fourth class for legislative amendments that was not under discussion. (Slide 5)
  - Class I Administrative Review decisions are made by the planning team under the Planning Director with no public notice and cover items such as building permits and small sign applications.
  - Class II Administrative Review decisions are made by the Planning Director with public notice and can be called up to the DRBs.
  - Class III Quasi-Judicial Review decisions are made by the DRBs and can be called up by the Planning Commission and potentially City Council, both of which receive the agendas and can see the issues being reviewed.
- The proposed amendments are required to comply with both Senate Bill 974 and House Bill 4037. Senate Bill 974 mandates that certain reviews be processed as Class II Administrative Review, meaning a staff-level decision with public notice. These include zoning map amendments that increase residential density, Stage I and Stage II Planned Development review, and variances and waivers specific to residential development standards.
  - Senate Bill 974 also sets the Class II Administrative Review notice period at 14 days, increasing Wilsonville's current 10-day period and providing additional time for public notice before a decision is made. (Slide 6)
- House Bill 4037 works in conjunction with Senate Bill 974 but goes further by making all residential development applications Class II, rather than only the specific application types previously listed. Staff would later address how this impacts definitions and what residential development means, which is important for the City to clarify.
  - House Bill 4037 set the mailed notice radius at 100 feet, which became the standard after the first work session where the Commission had disagreed with that radius.
  - House Bill 4037 also changed appeal rights and waivers, and now only the applicant may appeal a decision on a residential development application. To reflect the changes in Wilsonville's Development Code, a new Code Section 4.119 was proposed for Waivers, and Appeals Section 4.022 had been updated. (Slide 7)

Senior Planner Rybold noted the appeal rights are specific to clear and objective standards, which is why the waiver process was separated out, which should be kept in mind for the next work session item [Town Center Building Height Waiver]. A waiver is a request for something outside what is defined as a clear and objective standard in Code, which is where a difference will be seen in what can and cannot be appealed.

- For the Commission's and audience's information, there had been discussion about the mailed notice radius. The City uses other notification methods that are not necessarily statutorily required or included in the Development Code, which is why they are not part of this package. On *Let's Talk, Wilsonville!*, the City currently has a brief one-question survey to better understand where people go for information. The survey will help determine which tools to focus on in the future, in addition to those currently used, to keep the community informed.

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- She continued the PowerPoint presentation, explaining that since the project was guided by Housing Production Strategy Action C and the principle of maintaining a customer-service-friendly process that was clear and easily administered and given that the City typically packaged most residential development applications together, Staff examined other elements not affected by the statutory requirements and proposed Development Code amendments to address the following:
  - Annexation, which is the process of bringing in land within the City's urban growth boundary into the city limits. Using the Coffee Creek Industrial Design Overlay District as an example, the proposed Development Code amendments would allow annexation hearings to proceed directly to City Council alongside the related land use applications, recognizing there would no longer be a DRB hearing for the remaining applications. The same approach would be used for annexation requests to keep applications moving through the process in a consistent manner based on feedback received from the Planning Commission and City Council. (Slide 8)
  - Class II Modification Thresholds for existing approved site plans and existing developments. The current square footage threshold for modifications approvable through the Class II process is 1,250 square feet, which is narrow. Based on Planning Commission and City Council feedback, the proposed amendments would increase the threshold up to 10,000 square feet for existing buildings and buildings approved through the applicable development review process, while maintaining the 25 percent limitation of building or site area. As a result, the actual threshold would vary depending on the size of the current development. (Slide 9)
  - Other updates included in the proposed Code amendment package were as follows (Slide 10):
    - A couple new definitions to specify what residential development is and therefore, what qualifies under this process, for ease of reference throughout the Code.
      - References to the DRBs were also replaced throughout the Code with the term “review authority” to distinguish the decision-maker between residential and non-residential development.
    - Edits to the Site Design Review section would codify the City’s existing practice of using clear and objective standards to evaluate residential development. Because the section includes subjective language, amendments were made to tie back to the clear and objective standards relating to those topic areas.
    - The Code’s review timelines and processes were also cleaned up by adding an expiration date to pre-application meetings, removing conflicting language about timelines throughout the Code where review timelines were not consistent with the State statute of 120 days, and refining other application review procedures to reflect current process and practice, including online permit review.
  - Although not included in the proposed Code package because amendments outside the Development Code were involved, the City would move forward with a single DRB panel of seven members, recognizing that the types and therefore, the volume of eligible applications for DRB review will decrease. Based on feedback throughout the process, the single-panel model would maintain responsiveness and flexibility by planning for

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one meeting per month, with the option to add meetings as needed to respond to statutory timelines.
    - The update would not take effect until January 2027, allowing the current DRB structure to continue for the remainder of the year and preventing members from experiencing a state of flux in the middle of a year or term. Based on feedback from DRB members, serving on the Board was a positive way to give back to the community, but the number of canceled meetings over the past couple of years diminished their feelings of preparedness and contribution. A single-panel meeting structure would hopefully address that issue more consistently. (Slide 11)
- She stated that no written public comment had been received on the subject public hearing item to date and concluded that Staff recommended approval of Resolution No. LP26-0002 recommending adoption of the Development Code amendments to City Council.

Commissioner Candrian asked about the difference between the State-imposed rules and the City's proposed changes, specifically whether the City's approach was more restrictive or more permissive than what the State mandated.

- **Ms. Heather** noted the project team's recommended proposed changes fully comply with State statute. The labels HB 4037 and SB 974 in the table at the front of the meeting packet identified direct State statute requirements, while the other components were not related to State statutory requirements. For example, the threshold for modifications being changed was not related to statute but tied to providing greater flexibility in design review for non-residential projects. Additionally, annexation changes were more related to HPS Action Item C to ensure annexations were done in a thoughtful manner, such as sending the Coffee Creek annexation to City Council which was not addressed in any statutory requirements.
- **Senior Planner Rybold** added that the changes were currently permitted under State statute, the difference being that historically, Wilsonville's development process had relied on holding public hearings for new development and was quite limited in what could be approved administratively, so the changes were required because that model would no longer function with the statutory requirements. The optional changes were being made to help everything operate more smoothly.

Commissioner Zundel:

- Noted that by putting the onus on clear and objective standards, City Code must anticipate all the elements the City might wish to develop or consider. If a shift in City attitudes occurred on matters, such as street parking or bicycle use, the City would need to update the specific portions of the Code to anticipate those parameters.
    - **Senior Planner Rybold** replied that this was correct. She explained that the broad thought process was that public debate and conversation occur when setting the standards, so by the time the standards were actually implemented, the process did not create unreasonable delay or burden. She noted a particular sensitivity around housing

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development and the time it required, adding that many statutory requirements originate from an effort to make the process more predictable and more timely.

- Asked how City Code could be written to allow for a certain amount of variety, such as encouraging high-quality architectural design without restricting developers to a narrow definition of what was an acceptable outcome, and if that was a risk the City was facing with this requirement.
  - **Senior Planner Rybold** explained that many recently adopted residential codes, such as that in Frog Pond, a lot of consideration was given to what those parameters should be, often guided by master planning processes that led to that development code. Additionally, there was considerable conversation at the State level about what types of design standards were clear and objective, particularly with the Middle Housing Code updates in 2021 around model codes. While the City did not directly adopt the State's model code, many design cues were drawn from it which was another sensitive area as over-regulating could be perceived as adding an unreasonable cost to development, which could place the City at risk, so it was a balance. One reason the City has historically used a waiver process was to allow conversations about what to do when unique situations or design ideas do not fit neatly into the defined parameters. The City has used that waiver process historically throughout the years as a means to implement the intent of a standard in a different way, rather than as a way to bypass a standard. A key reason the waiver standards were pulled into a standalone section was to make a clearer distinction for the State that applying clear and objective standards includes an option for a waiver path.

Commissioner Karr commended Staff and the consultants for the substantial effort invested in this work, particularly given the compressed timeframe. While the Commission/City did not normally operate at this pace, when the State says jump, the City asks how high.

Chair Semenova asked whether alternative methods exist for individuals to receive published notice information, such as opting in to receive push notifications any time the City published information related to development matters, separate from the reduced radius constraint.

- **Senior Planner Rybold** responded that the City currently offers an email subscription for public hearing notices, and that feature was included for responses in the survey currently open for public input. She encouraged anyone with ideas for other notification technologies to complete the survey and use the “Other option” to suggest approaches Staff may not have considered. She noted that the current email subscription alerts may need to be expanded, as the new notices would be development notices rather than traditional hearing notices, so a different notification option might be added.

Commissioner Zundel requested clarification on how annexations function, specifically for residential purposes. He understood the current proposal was modeled on the industrial annexation process and asked if residential annexations were different, and whether different procedures were followed for residential annexations.

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- **Senior Planner Rybold** replied that the process was not different. When an area is eligible for annexation, findings were made based on what the area was being planned for and typically followed a planning process that predated the annexation. Coffee Creek was referenced because it was the only area in the city where annexation could proceed directly to City Council. When the Coffee Creek code that allowed for Administrative Review was adopted, discussion included that having Administrative Review for everything else did not do much good when a two-step hearing process was also required. The Code had worked well for the handful of annexation applications in Coffee Creek because there was a clear understanding of what the development and uses were supposed to be.
  - She confirmed that the annexation code only applied when an established plan exists for the area, noting the Code amendment was drafted to be consistent with an established plan**.**
- **Ms. Heather** added that anything annexed into the city would already be within the urban growth boundary and would typically be concept planned for the uses proposed, so the area would always have undergone a prior process**.**

Chair Semenova called for public testimony and confirmed with the Staff that no one in Council Chambers or attending via Zoom wanted to provide testimony. She then confirmed there were no further questions or discussion and closed the public hearing at 7:23 pm.

Commissioner Karr moved to adopt Resolution LP26-0002. Commissioner Candrian seconded the motion.

Commissioner Karr noted that in many cases, the Commission had little discretion on mandated items, and the State has required the City to take action. He supported making some of the processes easier and more streamlined, noting that reducing time, effort, and complexity contributes to making things more affordable for residents. He agreed with the changes that have been made.

Commissioner Zundel agreed, adding that even the amendments not mandated by the State appeared to align with the spirit of the mandates and were well-crafted. He appreciated how the Code was structured. He acknowledged that the mandated items place more onus on the Planning Commission, City Council, and citizens to be more involved in the master planning process and in developing a vision for these areas, but this was something the City already did fairly well and would hopefully continue to improve upon.

The motion carried 5 to 0. (Ayes: Constantine, Karr, Candrian, Zundel, Semenova. Nays: None.)

WORK SESSION

3. Town Center Building Height Waiver (Guile-Hinman)

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City Attorney Guile-Hinman presented a PowerPoint overview of the Town Center Building Height Waiver project, reviewing the origin and intent of the waiver provisions, the Town Center subdistrict framework, and the relationship between building-height, floorplate, and affordable-housing bonus provisions. Staff described the historical Planning Commission and City Council discussions that led to the current code language, summarized community feedback regarding building height concerns, outlined the Town Center Building Height Waiver Task Force process and preliminary findings, and presented potential code-refinement options for Planning Commission feedback.

Staff addressed questions from the Board by clarifying that the existing waiver framework was intended to provide flexibility while maintaining consistency with the Town Center vision; that eliminating waivers entirely could create complications for already approved projects; that bonus floors for affordable housing and building-height waivers are separate tools with different purposes; that waiver requests remain subject to review criteria and are not automatically approved; and that current discussions are focused on refining code language, clarifying limits, evaluating transitions between subdistricts, revisiting menu-item criteria, and determining whether bonus floors and height waivers should be allowed concurrently. Staff also noted that broader concerns regarding traffic, parking, infrastructure, development feasibility, and long-term Town Center buildout are addressed through the larger Town Center Plan and should be considered alongside any revisions to the waiver provisions.

INFORMATIONAL

4. City Council Action Minutes (April 6 & 20, 2026) (No staff presentation)
5. 2026 PC Work Program (No staff presentation)

There were no comments.

ADJOURNMENT

The meeting was adjourned at 9:12 pm.

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PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

WORK SESSION

2. Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) (Myers/Lorenzen)(60 minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: June 10, 2026	**Subject: Draft Basalt Creek Master Plan** **Staff Members:** Chris Myers, Senior Planner; Matt Lorenzen, Economic Development Manager **Department:** Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☐ Approval ☐ Denial ☐ None Forwarded ☒ Not Applicable **Comments:**
Staff Recommendation: Provide feedback on the Draft Basalt Creek Master Plan (BCMP)	
Recommended Language for Motion: N/A	
Project / Issue Relates To:	

☒Council Goals/Priorities:	☒Adopted Master Plan(s):	☐Not Applicable
Attract high-quality industry and support economic opportunity for all in Wilsonville	Wilsonville Economic Development Strategy; Wilsonville Comprehensive Plan; Basalt Creek Concept Plan	

ISSUE BEFORE COMMISSION:

Staff seeks feedback from the Planning Commission regarding the Draft Basalt Creek Master Plan

BACKGROUND

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, the Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, and stakeholder coordination. Stated differently, the BCCP was a joint planning effort, high level, and conceptual in nature, while the BCMP is the document that will guide and regulate actual development exclusively in the City of Wilsonville. The BCMP is by Wilsonville, for Wilsonville.

EXECUTIVE SUMMARY:

This Basalt Creek Master Plan (Attachment 1) represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time. Building upon the Basalt Creek Transportation Refinement Plan, the BCMP incorporates a detailed transportation analysis prepared by DKS Associates to evaluate future roadway, freight, bicycle, pedestrian, and transit needs associated with planned

urbanization of the area (Attachment 2). The DKS analysis provides the technical foundation for identifying necessary transportation improvements, evaluating system performance, supporting compliance with Oregon Transportation Planning Rule requirements, and ensuring that future development can be accommodated in a safe, efficient, and multimodal manner.

The BCMP also builds upon the City's recently adopted Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS), which were previously reviewed by the Planning Commission during a work session on November 12, 2025, and a public hearing on February 11, 2026. Those planning efforts identified Basalt Creek as one of Wilsonville's most significant long-term employment growth areas and established the economic development priorities that help guide the BCMP. Consistent with the findings and recommendations of the EOA and EDS, amendments are proposed to the City's Comprehensive Plan (Attachment 3) to reflect updated conditions, economic development priorities, and policy objectives.

DISCUSSION QUESTIONS:

Staff is seeking Planning Commission (PC) feedback on the following questions:

1. What questions does the Commission have on the draft materials?
2. Does the draft Basalt Creek Master Plan reflect the long-term vision for the area and the broader economic development goals of the City as previously discussed with the Planning Commission and City Council?
3. Do the draft Comprehensive Plan Amendments address the intended policy outcomes of the Commission?
4. Are there any concerns the PC would like to address as the project team refines the draft Basalt Creek Master Plan for the next work session?

EXPECTED RESULTS:

Feedback from the Planning Commission during this work session will help guide refinement of the final draft of the BCMP.

TIMELINE:

Next steps in the project include a second work session with the Planning Commission on July 8, 2026, and a public hearing on September 9, 2026. We will also hold a work session with City Council on August 3, 2026, and public hearing on October 5, 2026 (first reading) and October 19, 2026 (second reading).

CURRENT YEAR BUDGET IMPACTS:

Work on the Basalt Creek Master Plan is funded through a Community Planning and Development Grant from Metro and the Planning Division budget's previously authorized project funding. Additional analysis related to water and stormwater infrastructure will be conducted utilizing the City's on-call consultant contracts using a combination of Metro grant funds, Planning Division professional services funds, and CIP 3000 funds.

COMMUNITY INVOLVEMENT PROCESS:
The Basalt Creek Master Plan project was preceded by the preparation of an Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) to evaluate whether Wilsonville has sufficient employment land capacity to support anticipated business and job growth between 2026 and 2046. The project also identified strategies intended to support long-term economic growth, infrastructure planning, and employment opportunities aligned with community priorities that would inform the BCMP. To help inform the analysis and recommendations, the City conducted a public engagement process throughout 2025 and 2026 that included Technical Advisory Committee (TAC) meetings, stakeholder interviews, property owner outreach, Planning Commission work sessions and public hearings, and City Council work sessions and hearings.

The TAC included representatives from the City of Wilsonville, Business Oregon, Greater Portland Inc. (GPI), Metro, and the Wilsonville Chamber of Commerce. Stakeholder interviews included representatives from small businesses, manufacturing, redevelopment interests, and business-support organizations. Key themes identified through engagement included workforce development challenges, land and space constraints, high development and operating costs, demand for additional local-serving retail and services, and the importance of maintaining a proactive and collaborative City-business relationship. The City also conducted outreach to property owners within the West Railroad area of the Basalt Creek Planning Area regarding future development opportunities, Comprehensive Plan amendments, and proposed Development Code changes.

Overall, the BCMP engagement process provided numerous opportunities for coordination, stakeholder input, and public review. Feedback received from agencies, businesses, developers, property owners, and community members helped inform the City's understanding of local economic conditions, infrastructure needs, and long-term employment opportunities. The engagement process ultimately supported development of policies and implementation strategies intended to promote economic competitiveness, employment growth, and high-quality industrial and employment districts consistent with the long-term vision for Wilsonville and the Basalt Creek Planning Area.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:
The Basalt Creek Master Plan provides the Wilsonville community with a long-term framework for coordinated economic growth, infrastructure investment, and land use planning. By identifying appropriate locations for industrial and employment uses, a master plan helps ensure that transportation systems, utilities, stormwater infrastructure, and public services are designed efficiently and strategically rather than through piecemeal development. The BCMP will provide future job creation, strengthen the local tax base, diversify employment opportunities, and improve economic resilience by attracting a range of businesses such as advanced manufacturing, logistics, research and development, and technology industries. When thoughtfully designed, industrial employment districts can incorporate high-quality site design,

multimodal transportation networks, open spaces, and environmental protections that improve functionality and compatibility with surrounding areas.

The BCMP establishes the policies, land use framework, transportation network, infrastructure strategy, development standards, and environmental protections necessary to guide future urbanization of the Basalt Creek area. Together, these elements provide a coordinated and predictable approach to development that balances economic opportunity with infrastructure capacity, natural resource stewardship, and long-term community objectives.

ALTERNATIVES:
As the concept plan was refined, alternative approaches to land use configuration, transportation access, zoning, and infrastructure planning were considered in collaboration with the Planning Commission and City Council. Additional refinements to the BCMP and implementing policies may also be considered.

ATTACHMENTS:

1. Basalt Creek Master Plan (May 2026)
2. Basalt Creek Master Plan Local Street Plan Map (May 2026)
3. Transportation Analysis for the BCMP (May 2026)
4. Proposed Comprehensive Plan Amendments (May 2026)

BASALT CREEK MASTER PLAN

PLANNING COMMISSION WORK SESSION DRAFT

WILSONVILLE OREGON

ADOPTED BY WILSONVILLE CITY COUNCIL
ORDINANCE NO. XX
MONTH, DATE, YEAR

Acknowledgments

CITY COUNCIL

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Caroline Berry, *Council President*
Anne Shevlin, *Councilor*
Adam Cunningham, *Councilor*
Sam Scull, *Councilor*

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Rob Candrian
Nicole Hendrix
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Jeff Zundel
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Jennifer Willard *(former)*

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BROWN AND CALDWELL

CONSOR ENGINEERS, LLC.

DKS & ASSOCIATES

ECONORTHWEST

PACIFIC HABITAT SERVICES

WATER SYSTEMS CONSULTING, INC.

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Technical Appendices

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Appendix A. City of Wilsonville Ordinance No. 834, April 2019

Appendix B. Wilsonville Industrial Land Readiness Phase 1: Basalt Creek Recommendations Report, December 2024

Appendix C. Transportation System Plan (TSP) Evaluation, December 2024

Appendix D. A Transportation Analysis for the Basalt Creek Master Plan, May 2026

Appendix E. Local Street Concept Map

Appendix F. Grahams Ferry Road Freight Traffic Accommodation Evaluation, February 2025

Appendix G. Natural Resources Inventory for the Basalt Creek Neighborhood in Wilsonville, November 2024

Appendix H. City of Wilsonville Economic Opportunities Analysis, January 2026

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1 INTRODUCTION

Introduction

In 2018, the City of Wilsonville and City of Tualatin jointly adopted the Basalt Creek Concept Plan (BCCP), which established a long-term vision and conceptual framework for future urbanization of the Basalt Creek Planning Area (BCPA). The BCCP identified preferred land uses, transportation and infrastructure systems, natural resource considerations, and implementation strategies intended to guide future development within the area.

Since adoption of the BCCP, the City of Wilsonville has completed several key implementation actions, including amendments to the Urban Planning Area Agreement, Comprehensive Plan, and Transportation System Plan to support coordinated future development.

While the BCCP was prepared jointly by Wilsonville and Tualatin, this Basalt Creek Master Plan (BCMP) focuses specifically on Wilsonville's portion of the BCPA. The BCMP builds upon the vision established in the BCCP while providing a more refined and updated framework informed by additional technical analysis, infrastructure planning, environmental review, market conditions, and stakeholder coordination completed since 2018.

Supporting Wilsonville's Long-Term Employment Growth

This Master Plan represents the next step in advancing the BCPA from a long-range concept toward a long-term framework for future employment and industrial development that can help meet Wilsonville's economic development goals. As one of the City's last major industrial growth areas within the Urban Growth Boundary, the BCPA plays an important role in expanding Wilsonville's supply of land for future manufacturing, logistics, warehousing, and employment uses.

The Master Plan further refines the 2018 BCCP by identifying more detailed land use patterns, infrastructure needs, transportation improvements, funding strategies, and implementing policies intended to guide development over the next 10–20 years.

While the BCMP represents another important step toward realizing Wilsonville's long-term vision for industrial and employment growth within the BCPA, future development will depend on the continued alignment of infrastructure funding, market demand, environmental permitting, property owner participation, utility coordination, and regional transportation improvements over time.

WHAT IS A MASTER PLAN?

Master Planning identifies future land use patterns and development areas, along with parks, open spaces, streets, trails, and neighborhood amenities anticipated over the next 10–20 years. Master Planning also establishes implementing policies and regulatory strategies, and identifies water, sewer, stormwater, and transportation infrastructure needs and potential funding sources.

While Master Planning outlines the overall vision and framework for future development, it does not constitute approval for construction of specific uses or projects. Final City approvals occur as property owners seek annexation into the city and as proposed development applications and building permits are reviewed for compliance with applicable standards and regulations.

As detailed development plans are prepared and reviewed, some variation from the specific illustrations in the Master Plan may occur, while still remaining substantially consistent with the Plan and its implementing standards and regulations.

Relationship to Other City Planning Efforts

As an area-specific implementation tool of the City's Comprehensive Plan, the BCMP translates broader citywide goals and policies into more detailed strategies tailored to the BCPA. The Master Plan also coordinates with related City planning efforts, including economic development, transportation, utility, and capital improvement planning.

While the BCMP establishes the overall framework for future development, it does not approve specific construction projects or development proposals. Future development will remain subject to additional City review processes, implementing standards, and applicable development regulations to ensure consistency with the Master Plan.

ECONOMIC DEVELOPMENT ALIGNMENT

The BCMP directly supports the City of Wilsonville's recently adopted Economic Opportunities Analysis (EOA) (see Appendix H) and Economic Development Strategy (EDS), both of which identify Basalt Creek as one of the City's most important long-term employment growth areas. The EOA concludes that Basalt Creek and Coffee Creek together form a critical component of the Portland region's southern industrial land supply and will play an essential role in accommodating future manufacturing, logistics, warehousing, and traded-sector employment growth over the next 20 years.

The BCMP advances these findings by translating the broader economic and land use direction established in the EOA into a more detailed framework for land use, transportation, infrastructure, environmental stewardship, and implementation within the Basalt Creek Planning Area.

Responding to Development Constraints

The EOA and EDS both recognize that much of Wilsonville's remaining industrial land supply is constrained by fragmented ownership patterns, limited urban infrastructure, transportation improvements, and site readiness challenges. The BCMP responds directly to these issues by identifying infrastructure concepts, transportation networks, funding strategies, zoning and development standards, and implementation tools intended to help transition Basalt Creek from a long-range concept area into a development-ready employment district over time.

In doing so, the BCMP supports the EDS focus on improving industrial site readiness, coordinating public investment, and creating conditions that attract higher-value employment uses and private investment consistent with Wilsonville's long-term economic development objectives.

Coordinating Planning and Implementation

The BCMP also complements the EDS goal of strengthening Wilsonville's position as a regional employment center while supporting broader community objectives related to livability, transportation, natural resource protection, and urban design.

Together, the EOA, EDS, and BCMP provide a coordinated planning framework that aligns economic development priorities with land use planning and infrastructure investment.

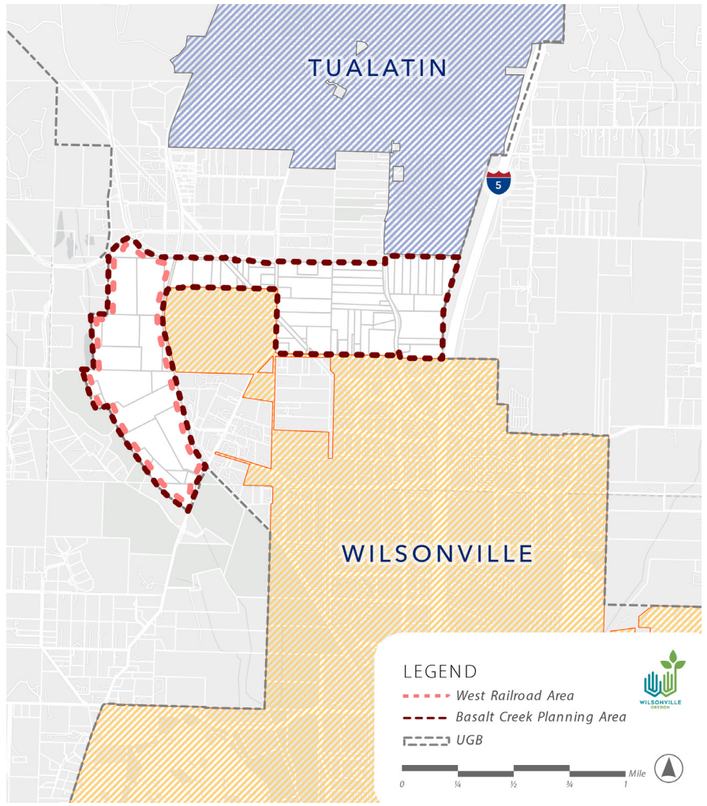
The EOA establishes the technical foundation for projected employment growth and land need, the EDS identifies strategic actions and implementation priorities, and the BCMP provides the area-specific planning and regulatory framework needed to guide future urbanization and development within Basalt Creek in a manner consistent with the City's Comprehensive Plan.

Basalt Creek Planning Area

In 2004, Metro identified the Basalt Creek Planning Area (BCPA), consisting of 847 acres located in Washington County between southern Tualatin and northern Wilsonville, as a good candidate for industrial development because it is near I-5, adjacent to Wilsonville's industrial area to the south, and contains large, flat sites suitable for industrial users.

Subsequently, Metro passed an ordinance annexing land, including the BCPA, into the existing Urban Growth Boundary (UGB) to ensure a sufficient regional supply of land for employment growth over the next twenty years. Currently, the Wilsonville portion of the BCPA falls under Washington County's Future Development 20-Acre District (FD-20) zoning, which allows a variety of low-intensity uses.

Figure 1. Regional Context



Basalt Creek Concept Plan

BACKGROUND

Areas brought into the UGB are required to have a land use and transportation concept plan before urban development can occur. Therefore, after a lengthy joint planning process, the Cities of Tualatin and Wilsonville adopted the Basalt Creek Concept Plan (BCCP or Concept Plan) in 2018, to meet this requirement and provide a roadmap for development of the area that is consistent with state, regional, and local land use planning laws. The BCCP:

- Established a vision for urbanization of the Basalt Creek Planning Area to meet local and regional goals.
- Coordinated future land use, transportation and infrastructure investments between Tualatin, Wilsonville, and Washington County.
- Established a new jurisdictional boundary between Tualatin and Wilsonville to determine which parts of the Planning Area could be annexed into and served by each city.
- 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.
- Set specific action items and implementation measures.

2019 GUIDING PRINCIPLES

Established by the Joint Council, these principles helped guide the BCCP. While conditions and opportunities have evolved since 2019, the principles continue to inform the long-term direction for growth and development within Basalt Creek.

1. Maintain and complement the Cities' unique identities

2. Capitalize on the area's unique assets and natural location

3. Explore creative approaches to integrate jobs and housing

4. Create a uniquely attractive business community unmatched in the metropolitan region

5. Ensure appropriate transitions between land uses

6. Meet regional responsibility for jobs and housing

7. Design cohesive and efficient transportation and utility systems

8. Maximize assessed property value

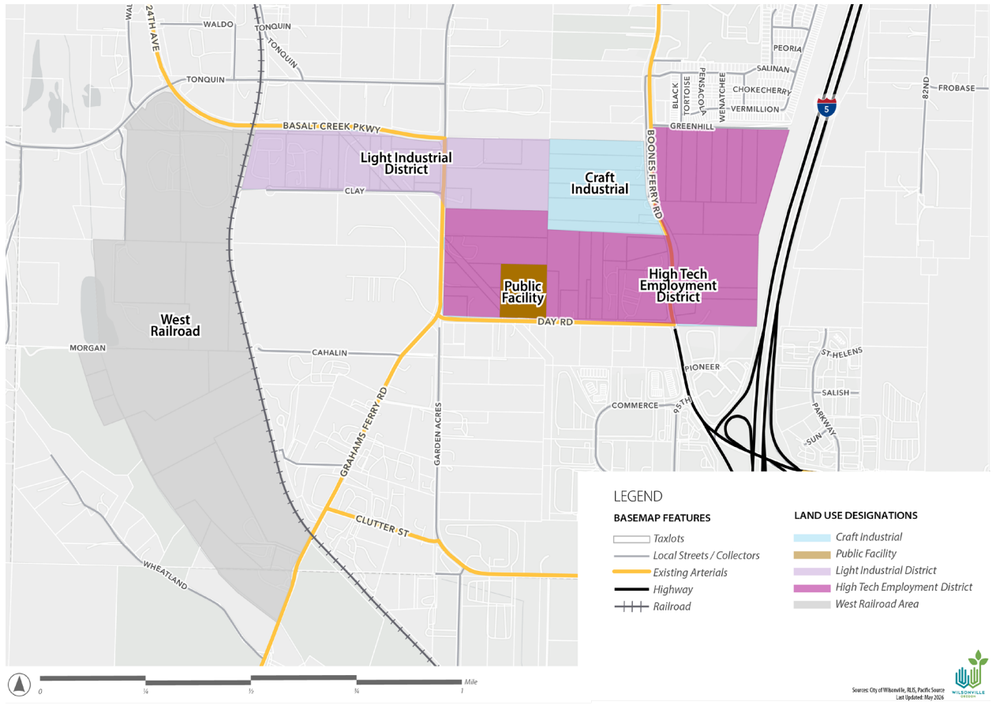
9. Incorporate natural resource areas and provide recreational opportunities as community amenities and assets

JURISDICTIONAL BOUNDARY

During the Concept Plan process, the BCPA was roughly divided between Tualatin and Wilsonville, with the jurisdictional boundary defined by the Basalt Creek Parkway, which runs in an east-west direction through the center of the Planning Area. Wilsonville's portion consists of 453 acres on the south side of the Parkway.

It includes an eastern portion that was referred to as "Basalt Creek" and a western portion that was known as "West Railroad", as shown in the figure below. For the remainder of this Master Plan, references to the BCPA in Wilsonville refer to this combined area within Wilsonville's UGB.

Figure 2. Basalt Creek Concept Plan Map with Land Use Designations



↳ **The land use patterns identified in the 2018 BCCP responded to the area's setting and existing conditions. Because the Planning Area is well suited for industrial and employment uses, much of the BCPA was designated for employment land uses. However, because West Railroad was considered to have significantly lower development potential than the remainder of the BCPA, future land uses for the area were not identified in the BCCP.**

From Concept Plan to Master Plan

The BCCP established a vision for urbanization of the BCPA to meet local and regional goals, 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. Following adoption of the BCCP, the City completed several early implementation actions to establish a policy and planning framework for future development in the area. These actions included updating the Urban Planning Area Agreement with Washington County, amending the Comprehensive Plan, and incorporating key transportation projects into the Transportation System Plan.

EARLY IMPLEMENTATION ACTIONS COMPLETED

Following adoption of the BCCP, the City completed several foundational actions to support future planning and development within the Planning Area.

Action Item 1: Amend Urban Planning Area Agreements

The City updated the Urban Planning Area Agreement with Washington County to formally recognize Wilsonville's planning authority within the BCPA and support coordinated future planning efforts.

Action Item 2: Amend Comprehensive Plan

The City amended the Comprehensive Plan and Transportation System Plan to incorporate policies, design objectives, and transportation projects intended to guide future development, infrastructure planning, and environmental stewardship within Basalt Creek and West Railroad.

Today, Wilsonville is working to advance the BCPA beyond the Concept Plan to a development-ready status through the adoption of this Master Plan. The Master Plan is the next step in refining and implementing the BCCP to guide development in the Planning Area over the next 10–20 years.

This Master Plan process implements Action Items 3, 5, and 6 of the BCCP including:

» **Action Item 3. Assure zoning is compatible with future land use.** This action evaluates the Wilsonville Development Code and zoning standards to ensure they support the types of industrial, employment, and mixed-use development envisioned for the BCPA. It also considers how special design elements from the BCCP, including potential expansion of the Coffee Creek Industrial Design Overlay District and development standards for the Craft Industrial district, could be applied within the Planning Area.

» **Action Item 5. Consider capital improvements to spur development.** This action evaluates infrastructure availability and identifies opportunities for strategic public investment needed to support future development in the BCPA. Potential implementation tools may include utility and transportation infrastructure financing, reimbursement mechanisms, local improvement districts, and other partnership approaches intended to help facilitate long-term industrial and employment growth.

» **Action Item 6. Master planning processes.** This action further refines many of the concepts introduced in the BCCP by evaluating development feasibility, infrastructure needs, transportation access, environmental constraints, and implementation strategies. Preparation of this Master Plan, along with related Code amendments and infrastructure funding planning, represents a key component of this effort.

The BCMP identifies general types and locations of uses in the BCPA, as well as implementing policies and regulatory strategies, and utility and infrastructure needs and funding sources. However, it is not an approval for construction of the identified uses.

Following or concurrently with Master Planning, the City will develop a variety of detailed standards and rules that development must follow to remain consistent with the BCMP. Final City approval of private development within the BCPA comes as property owners request annexation and the City reviews proposed development plans and building permits against the implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the BCMP and with the implementing standards and rules.

2

THE PLANNING PROCESS

The Planning Process

Chapter Overview and Planning Context

This chapter describes the planning process, technical analysis, and outreach that informed the Basalt Creek Master Plan (BCMP). It builds upon the guiding principles established through the Basalt Creek Concept Plan (BCCP) process and subsequent Comprehensive Plan amendments and Areas of Special Concern that continue to shape the long-term vision for the Basalt Creek Planning Area (BCPA).

The BCMP was informed by technical studies, infrastructure and transportation analysis, environmental review, market analysis, stakeholder outreach, and work sessions with the Wilsonville Planning Commission and City Council completed since adoption of the BCCP.

Implementation of the long-term vision for the BCPA will require significant coordination, infrastructure investment, and phased redevelopment over time. While Wilsonville retains a limited supply of vacant industrial land, much of the BCPA, particularly the West Railroad area, is not yet development-ready due to infrastructure constraints, limited transportation access, environmental considerations, and fragmented property ownership.

To help address these challenges, the City completed additional planning and technical analysis to refine land use concepts, transportation connections, infrastructure needs, and development considerations within West Railroad and the broader BCPA. These efforts helped further define the Master Plan while recognizing that long-term implementation will depend on market conditions, infrastructure funding, environmental permitting, property owner participation, and regional coordination over time.

Concepts that Shaped the Master Plan

The BCMP builds on the Guiding Principles established by the Joint Council during preparation of the 2019 Basalt Creek Concept Plan. These principles continue to provide the foundation for planning within the BCPA.

For the BCMP, the original principles were refined to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. The adapted principles shown on the next page guided development of the Master Plan while carrying forward the long-term vision established through the Concept Plan.

Guiding Principles

The Guiding Principles for the BCMP, which were adapted from the Basalt Creek Concept Plan process, continue to represent the interests and goals for the Planning Area during this Master Plan process. The Guiding Principles are a reflection of the updated vision and objectives for the BCMP:

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

COMPREHENSIVE PLAN AMENDMENTS

In 2019, the City Council adopted amendments to the City's Comprehensive Plan to help guide future development within the BCPA (see Ordinance No. 834 in Appendix A). These amendments added new policies and Areas of Special Concern related to Basalt Creek and West Railroad to provide more detailed direction for future planning and development within the area.

Implementation Measures

The City's Comprehensive Plan includes policies and implementation measures intended to guide industrial development throughout Wilsonville. The amendments adopted in 2019 and further refined in 2026 specifically focused on supporting the types of employment and industrial development envisioned for the BCPA, including advanced manufacturing, craft industrial businesses, higher-density employment areas, and integrated open space and trail amenities. These implementation measures help inform this Master Plan and future development standards for the area:

- **Implementation Measure 4.1.3.j.** All industrial areas will be developed in a manner consistent with industrial planned developments in Wilsonville. Non-industrial uses may be allowed within a Planned Development Industrial Zone, provided that those non-industrial uses do not limit the industrial development potential of the area.
- **Implementation Measure 4.1.3.k.** Encourage high-growth employment industries in which the city is already competitive, including advanced manufacturing, corporate and professional services, and health care and medical-related fields.
- **Implementation Measure 4.1.3.l.** Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.
- **Implementation Measure 4.1.3.m.** Encourage new industrial development that contributes to employment districts with a high density of jobs and a range of employment opportunities.
- **Implementation Measure 4.1.3.n.** Encourage development that incorporates active urban green spaces, such as trails, linear parks, and pocket parks, and use vegetation for buffering where possible.

Areas of Special Concern

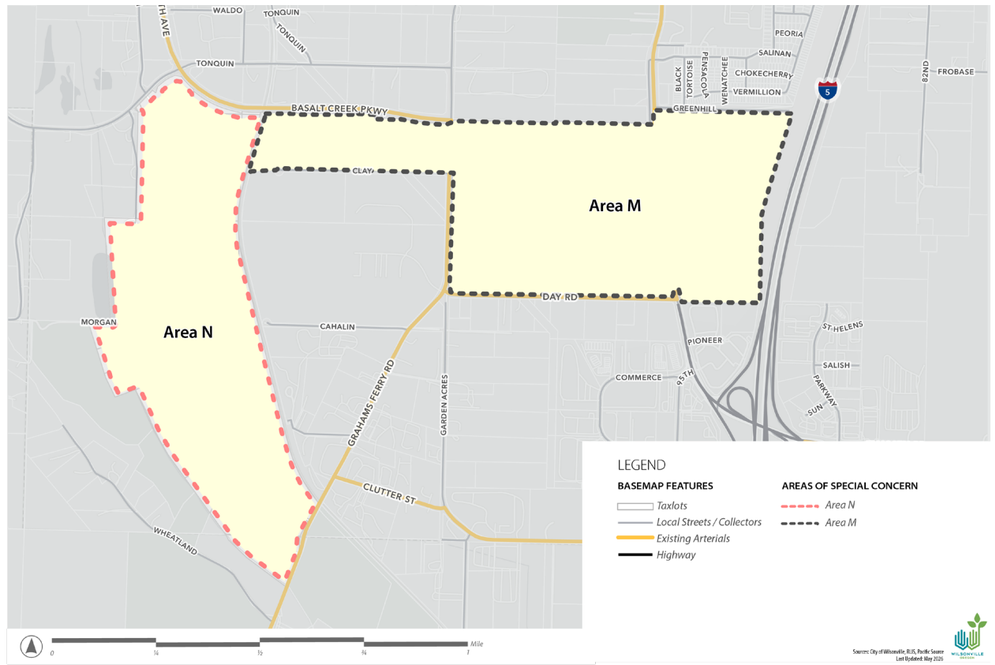
The Comprehensive Plan includes several Areas of Special Concern where additional policy direction is needed beyond the general guidance provided elsewhere in the Plan (Figure 3). There are two within the BCPA: Area of Special Concern M (Basalt Creek) and Area of Special Concern N (West Railroad). These areas were created to provide interim policy direction and identify key planning considerations pending more detailed planning for the area.

AREAS OF SPECIAL CONCERN

The Wilsonville Comprehensive Plan identifies "Areas of Special Concern" where additional planning direction is needed to address unique site conditions, development challenges, or community goals. Each area includes specific objectives and considerations that help guide future planning, infrastructure investment, zoning, and development review.

For the BCPA, the City established Areas of Special Concern for both Basalt Creek and West Railroad to provide additional guidance related to industrial development, transportation, infrastructure, natural resources, and regional connectivity.

Figure 3. Comprehensive Plan Areas of Special Concern in the BCPA



The BCMP represents the next phase of that planning effort. As a supporting document to the Comprehensive Plan, the Master Plan provides more detailed guidance regarding land use, transportation, infrastructure, natural resources, and implementation within the BCPA. The BCMP serves as the primary planning framework for the area, carrying forward and refining the intent of the AOSCs through more detailed policies, recommendations, and implementation strategies.

Area of Special Concern M includes the focus of the BCCP. It includes four Design Objectives that provide policy guidance:

1. **Consider adoption of a form-based code**, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.
2. **Protect key natural resources and sensitive areas while making recreational opportunities accessible** by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake—Basalt Creek—and the surrounding wetlands habitat.
3. **Locate north to south trails near the Basalt Creek Canyon and provide bicycle connections** that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.
4. **Provide strong transit access** to support employment within Basalt Creek. Integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Area of Special Concern N focuses on the West Railroad portion of the BCPA, which at the time of the BCCP was recognized as one of the most constrained areas within the BCPA. The area is characterized by significant natural and physical constraints, including wetlands habitat, steep slopes, limited access, and fragmented property ownership, all of which limited its assumed near-term development potential. It is also located outside the city limits but within the Urban Growth Boundary (UGB), reinforcing its status as a long-term opportunity area. The area was also identified for its potential value in resource conservation and future public access to natural areas, particularly given its proximity to the Coffee Lake Creek wetlands.

Since adoption of the BCCP, the City has undertaken additional planning work to better understand West Railroad's opportunities and constraints and to refine a long-term vision for the area.

Information Gathering

To inform this Master Plan, the City undertook several studies that update and refine various aspects of the BCCP. A more detailed description of the planning for the West Railroad Area is described on the following page. Work products include the following:

- The **Wilsonville Industrial Land Readiness Phase 1 Report for Basalt Creek** that evaluated market conditions, development capacity, and site development potential through several interconnected analyses (see Appendix B), including the following:
  - An **Economic Inventory and Land Use Analysis** that evaluates current market trends and identifies industries suitable for the area.
  - An updated **Buildable Lands Inventory** (BLI) that reflects recent land developments, adjusted constraints, and revised capacity estimates.
  - A **Site Suitability Analysis** that evaluates three key opportunity sites for their potential to support target industries based on attributes like size, location, and constraints.
  - An **Analysis of Future Development of Contractor Establishments in the BCPA** given prevailing market conditions.
- A **Transportation System Plan (TSP) Evaluation** to review the current list of TSP projects related to the BCPA and ensure that the land use assumptions and identified transportation projects are still applicable, as well as to identify any new transportation improvement projects that might be needed to further support the current development plan for the BCPA (Appendix C).
- A **Transportation Analysis for the Basalt Creek Master Plan** to evaluate the impacts of full development of the West Railroad area on the surrounding street network (Appendix D).
- An updated **Local Street Concept Map** that identifies likely connection points and alignments for future local streets in the BCPA (Appendix E).
- The **Grahams Ferry Road Freight Traffic Accommodation Evaluation** to analyze the SW Grahams Ferry Road undercrossing of the PNWR railroad, develop conceptual roadway alignments, and identify planning-level cost estimates for arterial upgrades, widening, and freight clearance improvements (Appendix F).
- An updated **Natural Resources Inventory** of wetlands, upland tree groves, and riparian areas within the BCPA in compliance with Statewide Planning Goal 5 to identify resources to include in the Significant Resource Overlay Zone (SROZ) (Appendix G).
- A citywide **Economic Opportunities Analysis** that included an evaluation of Basalt Creek (Appendix H).
- A **West Railroad Concept Plan** to refine the long-term land use vision, identify potential employment and industrial uses, and assess transportation and infrastructure needs.

ADDITIONAL BULLETS ON THE FINAL INFRASTRUCTURE ANALYSIS REPORTS RELATED TO WATER, SANITARY SEWER, AND STORMWATER WILL BE ADDED HERE.

Planning for West Railroad

As part of preparation of the Basalt Creek Master Plan, the City undertook additional planning work focused on the West Railroad area to better understand its long-term development potential and implementation challenges. Although the 2018 Basalt Creek Concept Plan identified West Railroad as constrained by environmental conditions, limited transportation access, fragmented ownership, and lack of urban services, the area remained one of Wilsonville's last large industrial growth opportunities within the Urban Growth Boundary.

The West Railroad planning work has resulted in an initial framework envisioning a mix of employment-oriented and craft industrial uses supported by future regional access and utility infrastructure. The City recognizes that development of West Railroad is a long-term effort dependent on resolving complex environmental, access, infrastructure, and market challenges, as well as future coordination among multiple stakeholders.

CONCEPT PLANNING AND VISION DEVELOPMENT

In 2025, the City initiated a focused planning and urban design effort for West Railroad through the Wilsonville Industrial Land Readiness (WILR) process. This work included analysis of existing conditions, environmental constraints, infrastructure availability, market opportunities, and transportation access, along with preparation of several alternative land use and urban design concepts for the area. The concepts explored varying approaches to balancing employment development, industrial uses, natural resource preservation, recreation opportunities, and long-term flexibility.

The planning process included a joint Planning Commission and City Council work session in October 2025 where existing conditions and alternative concepts were reviewed and discussed. The discussion generally favored a preferred concept that combined industrial employment opportunities with integration of remaining natural features. Participants emphasized the importance of balancing job creation, transportation access, freight mobility, environmental stewardship, and long-term economic opportunity in shaping the future of the area.

Additional Planning Commission and City Council work sessions were held in April 2026 to review and refine the preferred concept (Figure 4) for West Railroad as part of the broader Master Plan process.

ZONING AND DEVELOPMENT CODE COORDINATION

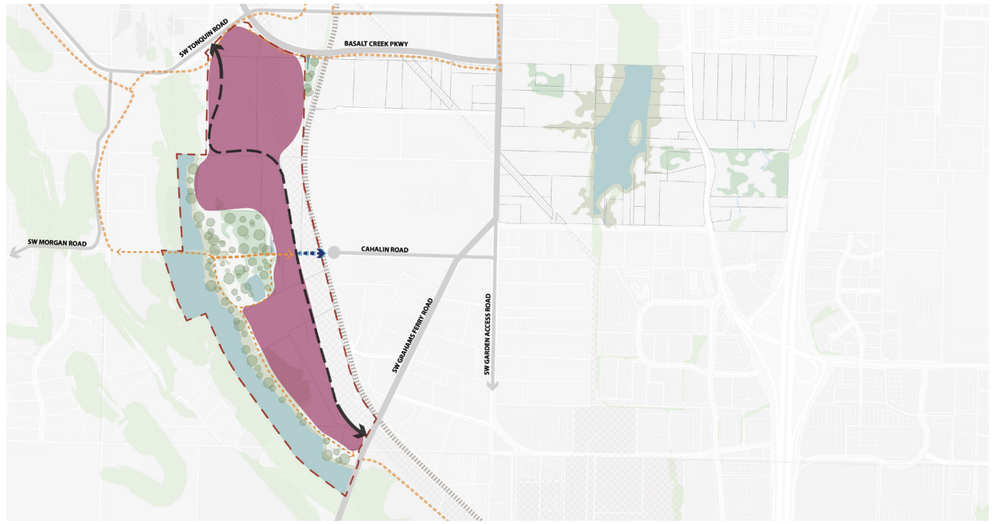
In parallel with the concept planning effort, City staff conducted several work sessions focused on evaluating appropriate zoning and development standards for West Railroad. This work considered how the City's existing industrial zoning districts and development code could support the long-term vision for the area, including potential updates needed to address industrial development form, transportation access, environmental features, and transitions between uses.

Because the West Railroad area is currently outside Wilsonville city limits, City zoning and development standards do not yet apply to the area. However, the Master Plan establishes a framework intended to guide future zoning and development standards should properties annex into the City over time.

TECHNICAL ANALYSIS AND INFRASTRUCTURE PLANNING

In tandem with development of the preferred concept, the City worked with consultants to complete additional transportation and utility analysis related to long-term access, freight mobility, infrastructure feasibility, and service planning needed to support future development in the area. This work helped refine implementation considerations and better understand the scale of investment, coordination, and phased improvements that may be required for future urbanization of West Railroad.

Figure 4. Preferred Concept for West Railroad



Stakeholder Interviews and Focus Groups

Stakeholder outreach helped inform the technical analysis and recommendations developed for the BCMP. Interviews with economic development partners, developers, property owners, and other stakeholders provided insights into market conditions, development barriers, infrastructure needs, and opportunities within the BCPA. This input helped shape the planning analysis and provided additional context for Planning Commission and City Council discussions throughout the Master Plan process.

As part of the Master Plan process, interviews were conducted with Business Oregon (the state's economic development agency), Greater Portland Inc. (a public-private partnership dedicated to destination business marketing and economic development), developers knowledgeable about the region, and local property owners. These discussions focused on identifying barriers to industrial development and opportunities relevant to future growth within Basalt Creek. The key themes summarized below represent important considerations as the BCPA moves toward long-term redevelopment and implementation.

- **Site Readiness:** Many sites lack the necessary transportation and utility infrastructure and preparations to immediately accommodate industrial users.
- **Power Availability:** Immediate or quick access to heavy power is currently the most significant barrier for many industrial businesses. The increasing power demands of modern industrial operations make this a crucial factor.
- **Outdated Existing Buildings:** Many existing structures do not meet the needs of modern industrial users, requiring significant renovations or complete rebuilds.
- **Lack of Intermediate Industrial Spaces:** Medium-sized industrial users (users that require 20,000 to 40,000 square feet) have limited spaces to choose from.
- **Misaligned Visions and Overly Prescriptive Zoning:** Sometimes, the landowners' or City's vision for an area does not align with the diverse needs of potential users. Discussions highlighted the importance of allowing a mix of uses for better financing opportunities, particularly for speculative development, and avoiding overly prescriptive zoning can prevent clustering for supply chain benefits.
- **Fragmented Land Ownership:** Areas with small parcels under different ownership can make it difficult to assemble larger sites needed for significant industrial development.

Decision Making Process

Development of the BCMP was informed through a collaborative process that combined policy guidance, technical analysis, and stakeholder and decision-maker input.

Establishing the Foundation. The planning process was grounded by the Guiding Principles established through the 2019 Basalt Creek Concept Plan. Those principles were refined during preparation of the BCMP to reflect updated analysis, current planning priorities, and Wilsonville's focus within the Planning Area. Together with adopted Comprehensive Plan policies, implementation measures, and Areas of Special Concern, they provided the foundation for development of the Master Plan.

Evaluating Opportunities and Constraints. Technical studies were then completed to better understand economic conditions, development potential, transportation needs, infrastructure requirements, natural resources, and long-term opportunities within the BCPA.

Gathering Stakeholder Input. Input from property owners, developers, economic development organizations, agency partners, and other stakeholders helped identify market realities, redevelopment challenges, infrastructure needs, and implementation considerations that informed the Master Plan.

Refining the Plan. Throughout the planning process, the Wilsonville Planning Commission and City Council reviewed technical findings and stakeholder feedback through a series of work sessions. Their direction helped refine recommendations and shape the preferred approach reflected in the BCMP.

Public Review and Adoption. The Planning Commission and City Council ultimately considered the information gathered throughout the planning process during public hearings leading to adoption of the final Master Plan.

Final Decision-Makers. The Wilsonville City Council, based on a recommendation from the Planning Commission, served as the final decision-making body for the BCMP, ensuring that the Master Plan reflects both technical analysis and community and stakeholder input while advancing the City's long-term vision for the BCPA.

3

EXISTING CONDITIONS & FUTURE NEEDS

Existing Conditions & Future Needs

During the Master Planning process, existing conditions, prior planning efforts, and future development needs within the BCPA were evaluated. Several supporting analyses were updated and refined to reflect current conditions, market trends, infrastructure planning, and development considerations. The following sections summarize these findings, which are described in greater detail in the BCMP Appendices.

Economic Inventory and Targeted Industries

The updated Economic Inventory evaluates current market conditions, development trends, and targeted industry opportunities within the BCPA and broader regional industrial market (see Appendix B). The analysis helps inform the long-term land use, infrastructure, and economic development strategies reflected in the BCMP.

REGIONAL INDUSTRIAL MARKET CONDITIONS

Since adoption of the BCCP in 2018, economic conditions have shifted considerably. Nationally, the industrial sector continues to experience strong demand fueled by e-commerce growth, reshoring efforts, and federal investments supporting domestic manufacturing.

In the Portland Metro area, industrial trends generally mirror national patterns, including low vacancy rates and rising rents. While demand for industrial space has slowed from the highs experienced between 2021 and 2023, demand is expected to remain relatively strong in the near term.

Within the region, industrial demand is primarily driven by businesses expanding or upgrading existing facilities rather than large numbers of new businesses relocating from outside the region.

WILSONVILLE'S INDUSTRIAL ECONOMY

Wilsonville's industrial sector continues to play a significant role in the city's economy, with manufacturing, wholesale trade, and construction accounting for a substantially larger share of employment than the regional average. However, neighboring Sherwood and Tualatin have experienced stronger recent industrial growth, largely due to the availability of large, development-ready industrial sites.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important long-term opportunity to expand the city's supply of employment land and support future industrial growth.

EXISTING CONDITIONS WITHIN THE BCPA

The Economic Inventory found that much of the BCPA remains underdeveloped and characterized by low-intensity rural and industrial uses permitted under Washington County zoning. Existing uses within the area include contractor establishments, storage yards, and other low-employment uses that do not reflect the urban employment densities envisioned in the BCCP.

While these uses contribute economic activity and jobs, they typically require limited building and infrastructure improvements and support lower employment densities than the urban industrial development envisioned for the area. Employment density within the BCPA remains substantially below the levels anticipated in the BCCP, and fragmented land ownership patterns continue to create challenges for redevelopment and large-site industrial development.

CHANGING DEVELOPMENT TRENDS AND TARGETED INDUSTRIES

The 2018 BCCP envisioned a mix of industrial and office uses, including a significant amount of office development within the High-Tech Employment District. Since that time, demand for office space has declined both regionally and nationally due to the rise of remote and hybrid work. While office uses are still expected to remain part of the BCPA, their role is anticipated to be smaller than originally envisioned.

At the same time, the Economic Inventory identified continued opportunities for industrial growth in sectors that align with Wilsonville's existing economic strengths, including:

- Advanced manufacturing
- Semiconductor supply chain businesses
- Logistics and distribution
- Employment-generating industrial uses
- Other traded-sector and industrial businesses

LONG-TERM DEVELOPMENT CHALLENGES

Several factors continue to affect the BCPA's readiness for future industrial development. Fragmented land ownership, existing contractor establishments and outdoor storage uses, and rural infrastructure that does not yet meet urban standards remain barriers to higher-intensity industrial and employment uses.

Although transportation and utility planning has advanced significantly since adoption of the BCCP, major infrastructure investments will still be required to support long-term urban development within the area.

Land Use and Development

BUILDABLE LANDS INVENTORY

The updated Buildable Lands Inventory (BLI) revises the 2014 inventory from the BCCP, providing an updated assessment of the BCPA for employment-related growth (Appendix B). It identifies developable land and highlights areas with existing economic uses that offer redevelopment potential due to low improvement values and/or low employment density.

Of the roughly 453 acres in the BCPA:

173 ACRES
ARE CURRENTLY IN ACTIVE USE AND CONSIDERED DEVELOPED

129 ACRES
ARE CONSTRAINED BY PHYSICAL OR ENVIRONMENTAL FACTORS

150 ACRES
ARE CONSIDERED BUILDABLE AND AVAILABLE FOR DEVELOPMENT

The 150-acre buildable land supply is distributed across a range of parcel sizes, from small lots under five acres to larger parcels exceeding 25 acres, offering flexibility to meet diverse industrial and employment needs.

Given the 150 acres of buildable land and the expectation of employment densities between 10 (low-density model) and 18.5 (high-density model) employees per gross acre, the BCPA is expected to accommodate between 1,500 and 2,780 jobs, compared with the BCCP estimated employment capacity of about 2,500 jobs (in 2018). The range of potential employment densities was estimated to more accurately reflect evolving market conditions.

The updated BLI provides a clearer understanding of the land available to attract industries and support future employment growth. It emphasizes the BCPA's potential to support a variety of industrial and employment uses aligned with Wilsonville's economic development goals. However, it also reveals an increase in land used for contractor establishments since the previous BLI, particularly in West Railroad, highlighting the decreasing supply of land for urban industrial development. This trend is likely to continue if the area remains outside the city and unprepared for urban growth.

An external actor, whether public or private, working to aggregate property to create viable development sites is likely required in order to realize a coherent and comprehensive development pattern throughout the BCPA. Market forces alone will likely create a slow, and 'patchy' development pattern.

Figure 5. 2024 Aerial of the BCPA

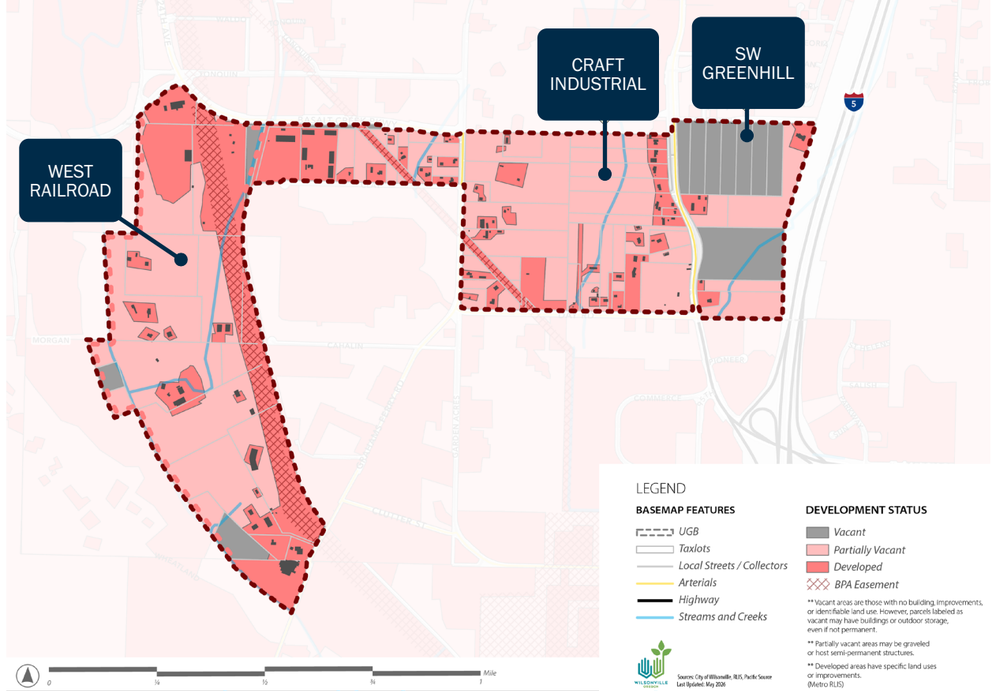
↳ **Source: Metro Regional Land Information System (RLIS)**

SITE SUITABILITY

The Site Suitability Analysis (see Appendix B) focused on three opportunity areas within the BCPA that were identified as having unique development opportunities and challenges. Factors such as parcel size, location, access, existing land use patterns, and redevelopment potential informed the selection of the three opportunity areas. These areas were selected for more detailed evaluation because they represent the most likely locations for future employment growth and infrastructure investment.

The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment. Rather, it reflects that the selected opportunity sites have characteristics that make them particularly important to understanding long-term industrial development potential, infrastructure needs, and market competitiveness within the BCPA. Other areas may continue to evolve over time based on future market conditions, infrastructure availability, property ownership changes, and redevelopment opportunities.

Figure 6. Opportunity Sites in the BCPA



The Site Suitability Analysis evaluates three opportunity sites within the BCPA that were identified as having the greatest potential to accommodate future industrial and employment development based on factors such as parcel size, location, access, existing land use patterns, and redevelopment potential (Figure 6).

The evaluation focused on physical site characteristics, including size, access, visibility, topography, environmental constraints, infrastructure availability, and proximity to regional industrial and freight networks, without factoring in the likelihood of redevelopment. The analysis found that different sites may be better positioned to support different types and intensities of industrial and employment uses over time.

The analysis provides a broad understanding of site benefits, barriers, and potential industry suitability to help inform future planning, infrastructure coordination, and zoning considerations. The analysis does not suggest that other areas within the BCPA are unsuitable for future development or redevelopment, but rather identifies the sites most likely to influence long-term industrial growth and investment within the Planning Area.

Opportunity Sites

The following opportunity sites highlight the range of physical conditions, development opportunities, and implementation considerations present throughout the BCPA. Together, they illustrate how different parts of the Planning Area may support different types and intensities of future industrial and employment uses over time.

- **SW Greenhill Site:** The 57-acre SW Greenhill site is one of the most development-ready areas within the BCPA, with approximately 52 unconstrained acres, limited slopes, consolidated ownership, and proximity to existing infrastructure. The site is well positioned for uses such as advanced manufacturing, logistics, food processing, warehousing and distribution, and industrial business park or research and development uses.
- **Craft Industrial Area:** Located in the southwest portion of the BCPA near SW Boones Ferry Road and the future Basalt Creek Parkway extension, the approximately 22-acre Craft Industrial area consists of smaller, fragmented parcels constrained by environmental features and proximity to residential development. As envisioned in the BCCP, the area is better suited for smaller-scale industrial and employment uses such as makerspaces, live-work units, small production spaces, and office or industrial condominium-style development.
- **West Railroad Site:** The 165-acre West Railroad site includes approximately 90 unconstrained acres and has the potential to support general manufacturing, food processing, warehousing, distribution, and industrial support services. However, the area faces significant infrastructure and transportation access constraints, including limited vehicular access and the low Grahams Ferry Road railroad undercrossing, which will require additional planning and investment to support long-term development.

CONTRACTOR ESTABLISHMENTS

Contractor establishments have a substantial presence in Basalt Creek, particularly in West Railroad and along SW Day Road (Appendix B includes the full analysis of contractor establishments). These properties—often comprising small offices, storage buildings, and laydown yards—contribute limited employment and yield lower property values compared to urbanized industrial land. Figure 7 identifies the current land use categories and highlights areas occupied by contractor establishments.

While the Site Suitability Analysis assessed opportunity sites based on physical characteristics and their potential to support target industries should landowners opt to develop or redevelop, this analysis evaluates the redevelopment potential of contractor establishments under current market conditions.

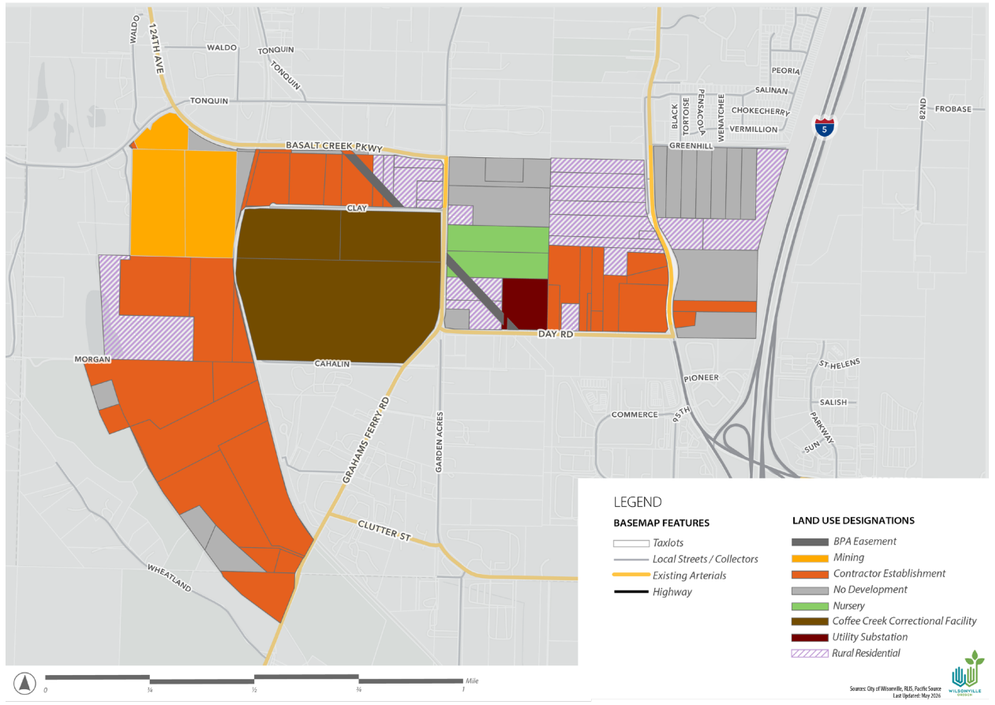
Key findings include:

» **Existing contractor establishments generate substantial income for property owners, reducing their motivation to sell or redevelop.** For redevelopment to be financially viable, urban industrial rents would need to increase by 60 percent or more to justify the investment. Developers assess property value based on what remains after accounting for construction, entitlement, and operational costs, as well as conservative revenue assumptions. In Basalt Creek this is likely to result in developers offering less than what existing owners value their property for, especially when they are already hosting or running successful contractor establishments.

» **Relocation options for businesses currently occupying these sites are limited, creating additional challenges.** Owner-occupied properties are even less likely to redevelop, as owners face relocation costs and potential increases in operational expenses. With limited regional industrial land, relocation could push these businesses farther from their markets, increasing costs for labor, transportation, and operations. Without considerable increases in urban industrial rents or land values, redevelopment for these properties remains unlikely.

» **Contractor establishments are unlikely to transition to higher intensity uses without City intervention.** The gap between property values expected by owners and what developers can pay is unlikely to close naturally, as rising rents for industrial uses will likely coincide with increased contractor establishment rents. 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.

Figure 7. Land Use Categories with Constraints



Natural Resources

Although the BCPA is planned primarily for future employment and industrial development, the area also contains a diverse network of wetlands, streams, riparian corridors, floodplain, upland habitat, and forested areas that influence future land use and infrastructure planning. These natural resources contribute to habitat connectivity, water quality, stormwater functions, and the overall environmental character of the area, while also creating important development constraints and opportunities for integration of open space and trail systems.

As part of preparation of the Master Plan, the City updated the natural resources inventory originally prepared for the BCCP to further evaluate resources within the Planning Area in compliance with Statewide Planning Goal 5. This work is included as Appendix G and summarized below (and in Figure 8) related to wetlands, streams, riparian areas, upland tree groves, and wildlife habitat.

WETLANDS

The inventory identified approximately 59.02 acres of potentially jurisdictional wetlands within the BCPA. Of these, Wetland BC-1 and Wetland BC-2 meet the criteria for significance.

Wetland BC-1 is a wetland complex surrounding Tapman Creek (Basalt Creek) in the eastern portion of the Planning Area and provides diverse wildlife habitat while maintaining important hydrologic functions.

Wetland BC-2 surrounds Coffee Lake Creek in the western portion of the Planning Area and also maintains intact hydrologic functions. This wetland complex has a surface water connection to downstream waters that support indigenous anadromous salmonids near the confluence with the Willamette River.

All other identified wetlands within the BCPA, including BC-3 through BC-8, were determined not to be locally significant.

STREAMS

Two primary stream systems exist within the BCPA: Tapman Creek (BC-TC) and Coffee Lake Creek (BC-CLC). A small tributary to Coffee Lake Creek (BC-CLCa) is also present within the Planning Area.

RIPARIAN AREAS

Two primary riparian corridors were identified and assessed within the BCPA. One corridor is associated with Coffee Lake Creek and its tributary (BC-CLC and BC-CLCa), while the second follows Tapman Creek (BC-TC).

In both areas, the riparian corridors extend less than one Appropriate Potential Tree Height (APTH) before encountering steep slopes. Where slopes exceed 25%, the riparian areas were extended an additional 50 feet beyond the break in slope in accordance with Metro Water Quality Resource Area standards and Wilsonville Municipal Code (WMC 4.139). Areas with habitat connectivity through adjoining riparian forested areas were also incorporated into the riparian corridor boundaries.

UPLAND TREE GROVES

Several upland tree groves were identified within the BCPA, including some located adjacent to wetlands or near riparian corridors but separated by breaks in tree canopy. The mapping focused on significant groupings of trees and excluded areas dominated by scrub-shrub or herbaceous vegetation. The inventory was based on aerial and field mapping rather than detailed tree surveys or measured tree diameters.

WILDLIFE HABITAT

Wilsonville recognizes riparian corridors and upland forested areas as important components of the area's wildlife habitat network. Habitat areas were evaluated based on their potential for habitat diversity, water quality protection, ecological integrity, connectivity, and uniqueness. Based on these criteria, Upland Tree Grove BC-G7 was identified as significant due to its unique habitat characteristics and connectivity to significant wetland areas.

WILSONVILLE'S SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)

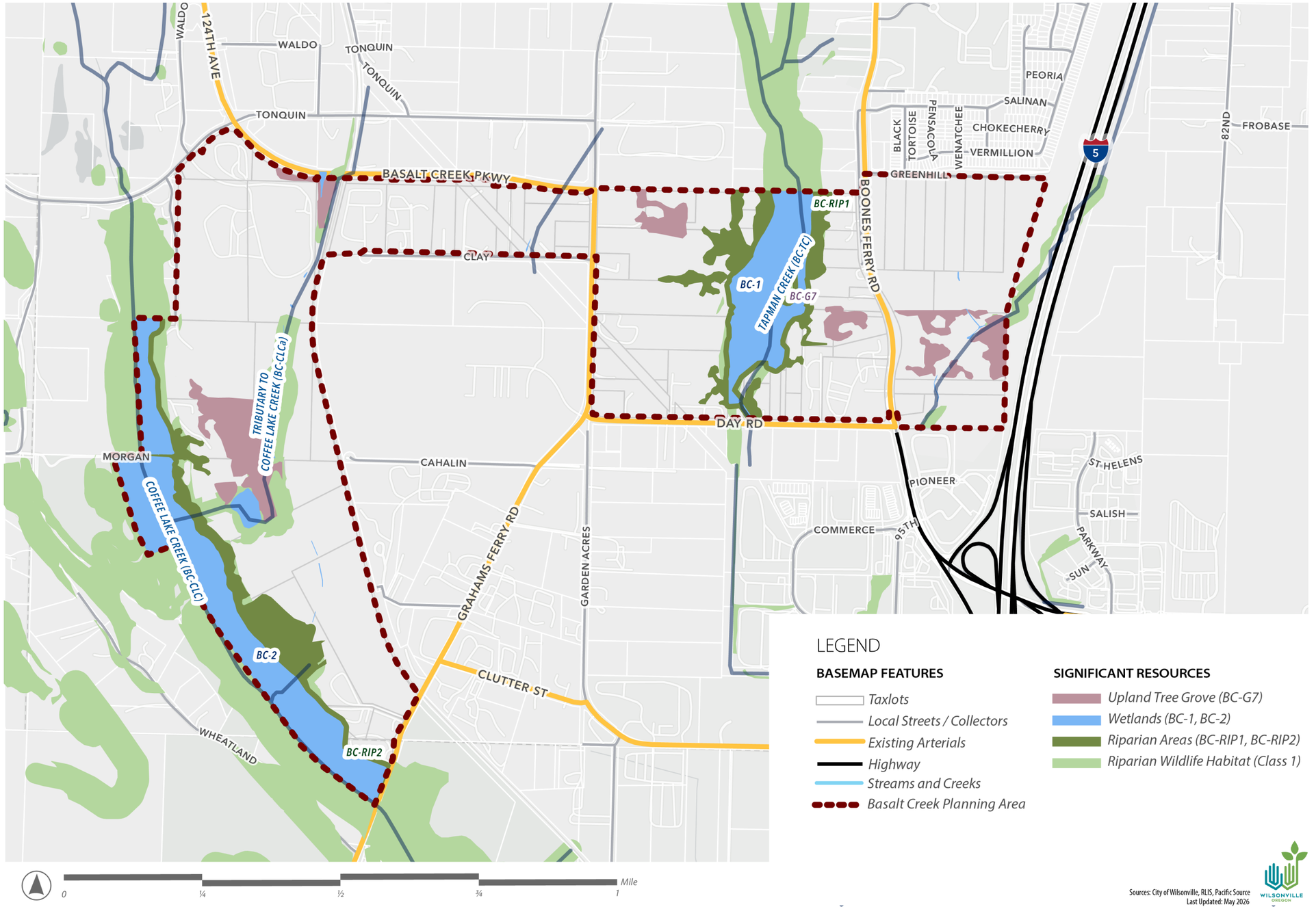
Wilsonville protects environmentally significant natural resources through the Significant Resource Overlay Zone (SROZ), which applies additional development standards and review requirements to wetlands, streams, riparian corridors, floodplain, and other identified habitat areas. The SROZ is intended to protect water quality, wildlife habitat, flood storage functions, and ecological connectivity while allowing development to occur in a manner consistent with Statewide Planning Goal 5 and the City's Comprehensive Plan policies.

Table 1. Significant Resources to Include in Significant Resource Overlay Zone, 2024.

	Resources to Include in Significant Resource Overlay Zone (SROZ)
Streams	BC-TC (Tapman Creek); BC-CLC (Coffee Lake Creek); BC-CLCa (Tributary to Coffee Lake Creek
Wetlands	BC-1; BC-2
Riparian Areas	BC-RIP1; BC-RIP2
Wildlife Habitat	BC-G7 (Upland Tree Grove)

↳ **Source: Pacific Habitat Services, 2024. See Appendix G for more.**

Figure 8. Natural Resources Inventory



Transportation

BACKGROUND

The BCCP evaluated both the existing transportation system and the planned transportation network identified through the Transportation Refinement Plan (TRP), which included phased investments intended to support regional and local transportation needs through 2035. Following adoption of the BCCP in 2018, the City amended the Transportation System Plan (TSP) to incorporate key transportation projects identified through the Concept Plan process, many of which were already included in the 2014 Metro Regional Transportation Plan.

Table 2 summarizes the Basalt Creek transportation projects that were added or updated through the 2019 TSP amendment. Since that time, the city has adopted additional TSP amendments in 2020 and 2023 related to the Town Center Plan and Frog Pond East and South Master Plan areas. These later amendments did not modify transportation projects within the BCPA.

TSP EVALUATION

To further inform the Master Plan, the city's transportation consultant, DKS, prepared a TSP Evaluation to review the city's current list of transportation projects related to the BCPA and confirm that the land use assumptions and planned transportation improvements remain applicable to the updated development vision for the area (Appendix C).

The evaluation also considered whether additional transportation improvements may be needed to support future development within the BCPA.

In 2026, the city completed additional transportation analysis focused on the West Railroad area to reevaluate the assumptions and transportation findings from the 2018 BCCP under a full development scenario for West Railroad (Appendix D). This analysis evaluated whether the transportation improvements previously identified in the BCCP and TSP would continue to adequately support future development and considered whether additional roadway, freight, bicycle, pedestrian, or intersection improvements may be needed to accommodate future travel demand associated with development of the area.

Table 2. Basalt Creek TSP Projects

Project #	Project Name	Notes
RE-P6	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
RE-P5	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 2025-2032
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	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
RW-04	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
RW-05	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
SI-07	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
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

Notes: As of December 2024, there are two projects included in the Metro Regional Transportation Plan (2023) that are not included in the current Wilsonville TSP: METRO RTP Project #11924, Grahams Ferry Road from Tonquin Road to Day Road and METRO RTP Project #12095, Boones Ferry Road-Elligsen Road from 95th Avenue to I-5 Interchange Ramps.

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.

CHANGES SINCE 2018

Since the Basalt Creek Concept Plan was adopted, there has been little development within the BCPA. Approved developments, including two in Tualatin (Autumn Sunrise Subdivision, Plambeck Gardents Apartments) and one in Washington County (Brown Contracting Expansion), account for approximately 20% of the total anticipated vehicle trips generated by development through 2035 as documented in the larger Concept Plan area that includes both Wilsonville and Tualatin. One transportation infrastructure project, the Basalt Creek Parkway/124th Avenue extension between Grahams Ferry Road and Tualatin-Sherwood Road, completed in 2019, has been constructed since 2018.

Although nearly half of the original 21-year BCCP planning horizon has elapsed, only a limited portion of the anticipated development and transportation infrastructure within the BCPA has occurred. As a result, a full reevaluation of long-range 2035 traffic operations was determined to be unnecessary at this time. The evaluation concluded that the transportation projects currently identified in Wilsonville's TSP remain sufficient to support planned development within the BCPA, including future development of the West Railroad area.

The analysis also noted that the original BCCP traffic modeling occurred prior to the COVID-19 pandemic, which significantly affected travel patterns and traffic volumes throughout the region. While traffic volumes on surrounding roadways declined during 2020 and 2021 and had not fully returned to pre-pandemic levels by 2023, traffic volumes appeared to continue increasing through 2024.

These trends suggest there may be additional available vehicle capacity within the transportation network beyond what was originally assumed in the BCCP.

The transportation analysis found that all study intersections currently meet applicable mobility standards except for the Grahams Ferry Road/ Day Road intersection. Today, this intersection experiences high southbound traffic volumes during the PM peak hour and serves as an important route for traffic traveling from Tualatin and surrounding communities toward the I-5 interchange. To address these conditions, the City's TSP identifies two high-priority improvement projects at this intersection, including realignment of the intersection with a new traffic signal or roundabout and widening of Day Road to five lanes.

Grahams Ferry Road: Access Constraint

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) is a major transportation constraint within the western portion of the Basalt Creek Planning Area (BCPA). The existing crossing provides only approximately 12'-6" of vertical clearance, limiting freight and truck access through the corridor and restricting its ability to support future industrial development. The roadway also includes narrow travel lanes and shoulders, limited bicycle and pedestrian facilities, and substandard roadway geometry and sight distance conditions.

UPGRADE OVERVIEW

Upgrading Grahams Ferry Road from a collector to an arterial roadway would include:

- Two 12-foot travel lanes
- Bicycle lanes
- Sidewalks and buffers
- Improve roadway geometry and sight distance conditions
- Railroad Crossing Improvements

Providing modern freight clearance would require:

- Lowering the roadway profile beneath the railroad crossing
- Replacing the existing railroad bridge structure
- Construction staging to maintain active rail operations
- Temporary "shoofly" rail infrastructure during construction

MAJOR CONSIDERATIONS

Constraints include:

- Coffee Lake Creek wetlands and floodplain areas
- Stormwater treatment and water quality requirements

Improvements may require:

- Utility relocation
- Retaining walls
- Right-of-way acquisition
- Reconfiguration of nearby driveways and local access points

Planning-level construction costs are estimated at approximately:

$33 million – $37.5 million*

*(*In 2025 dollars and excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs)*

FREIGHT AND ACCESS CONSTRAINTS

The SW Grahams Ferry Road undercrossing beneath the Portland and Western Railroad (PNWR) remains a significant constraint to freight mobility and future industrial development within the BCPA. The existing undercrossing provides approximately 12 feet 6 inches of vertical clearance, which restricts freight and truck access through the corridor and limits its function as a future industrial transportation route. In addition, the roadway currently operates as a collector street with substandard geometry, narrow shoulders, constrained sight distance, and limited bicycle and pedestrian facilities.

To better understand the feasibility of improving the corridor, the City commissioned the Grahams Ferry Road Freight Traffic Accommodation Evaluation in 2025 (Appendix F). The study evaluated existing conditions and developed conceptual roadway and bridge improvement alternatives intended to upgrade Grahams Ferry Road from a collector to an arterial roadway while providing sufficient vertical clearance for freight movement beneath the railroad crossing. The evaluation examined potential roadway widening, revised roadway alignments, improved bicycle and pedestrian facilities, and replacement bridge concepts capable of accommodating between 16 feet and 17 feet 4 inches of vertical clearance.

The study found that accommodating modern freight access at the crossing would require substantial infrastructure investment, including lowering portions of the roadway profile, reconstructing the railroad bridge, widening the roadway to arterial standards, constructing retaining walls, and relocating utilities. The evaluation also identified potential impacts to wetlands, floodplain areas, utilities, adjacent access points, and nearby developed properties. Planning-level construction costs were estimated to range from approximately $33 million to $37.5 million, excluding right-of-way acquisition, utility relocation, environmental mitigation, and railroad permitting costs.

MULTIMODAL CONSIDERATIONS

The transportation analysis also reviewed transit, freight, bicycle, and pedestrian needs within the BCPA. While the general multimodal transportation framework established through the BCCP remains applicable, additional coordination and future improvements may be needed over time to support transit access, trail connectivity, bicycle and pedestrian circulation, and safe crossings between future employment areas, open spaces, and regional trail systems.

The transportation analyses completed for the BCMP confirm that the general transportation framework established through the BCCP and Transportation System Plan remains applicable to support long-term development within the BCPA. Chapter 4 builds upon these findings by identifying the proposed roadway, freight, bicycle, pedestrian, and transit framework intended to guide future transportation improvements within the Planning Area.

Parks and Trails

No public parks currently exist within the BCPA and none are anticipated to be developed by the City in the future. However, Metro owns extensive land holdings bordering West Railroad on the west, southwest and southeast in the North Coffee Lake Creek Wetlands, Tonquin Scablands, Coffee Lake Creek Wetlands natural areas. In addition, park facilities are planned in the City of Tualatin north of the Basalt Creek Parkway.

Tualatin recently acquired approximately 14 acres at 23465 and 23515 Boones Ferry Road for a neighborhood park. The City of Tualatin plans to engage the community in site planning to determine design and select park amenities when residential units to the east across SW Boones Ferry Road, at Plambeck Gardens affordable housing complex and Autumn Sunrise subdivision are occupied. A pedestrian bike path, in a 0.4-acre tract, between Plambeck Gardens and Autumn Sunrise will connect residents to Boones Ferry Road near the traffic signal and TriMet bus stop. The City of Tualatin also owns a three-acre parcel at 11200 SW Tonquin Road for a future trailhead where the regional Ice Age Tonquin Trail intersects the Sherwood to Sandy Power Line Trail.

WAYSIDES

Extension of the Coffee Creek Design Overlay District to part or all the BCPA, consistent with Design Objective 1 of Area of Special Concern M, would include the requirement for Waysides to provide multiple, distributed destinations for passive and active recreation for the public and employees. The standard would apply to all development projects in the Overlay District except for those with a parcel area of 5.0 acres or less. The required area and number of waysides required per project varies based on parcel area as defined in Table CC-5 of WC 4.134 (.12).

TRAILS

The BCCP and subsequent Transportation System Plan amendments identified several future local and regional trail opportunities within the BCPA intended to improve bicycle and pedestrian connectivity, provide recreational access, and integrate future development with surrounding natural resources and regional trail systems. Planned trail facilities include the Ice Age Tonquin Trail, the Basalt Creek Canyon Ridge Trail, and the I-5 Easement Trail. These trail concepts informed the multimodal framework evaluated as part of the Master Plan process and are discussed further in Chapter 4.

Utilities

The BCPA is currently served primarily by rural-scale infrastructure and will require significant utility improvements to support future urban industrial and employment development. Since adoption of the BCCP in 2018, the City has updated its utility master plans to incorporate the BCPA and further evaluate long-term infrastructure needs for the area.

The infrastructure planning completed to date identifies several major backbone utility improvements necessary to serve the BCPA, including extensions of water and sewer mains, stormwater facilities, roadway-related utility infrastructure, and supporting pump and booster facilities.

NOTE THAT MORE DETAILED DOCUMENTATION OF EXISTING UTILITY CONDITIONS AND INFRASTRUCTURE PLANNING, INCLUDING ADDITIONAL GRAPHICS, WILL BE INCLUDED IN THE REVISED DRAFT MASTER PLAN.

WATER SYSTEM CONDITIONS

Future potable water service to the BCPA will require several major system improvements identified through the City's Water Distribution Master Plan and subsequent infrastructure planning efforts. Key improvements include construction of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road, a future Zone C booster station, and new water main extensions along SW Boones Ferry Road and other future roadway corridors.

Additional hydraulic modeling and infrastructure analysis are ongoing to further refine system sizing, extension requirements, and associated costs necessary to support long-term development within the BCPA.

SANITARY SEWER SYSTEM CONDITIONS

Wastewater service to the BCPA will require completion of several regional and local sanitary sewer improvements identified in the City's Collection System Master Plan. Key regional improvements include Phase 2 of the Coffee Creek Interceptor and associated railroad crossing infrastructure needed to convey wastewater flows through the area.

Future sewer service within the BCPA is expected to require a combination of gravity sewer infrastructure, deep trenching, and rock excavation due to existing topography and subsurface conditions. Additional infrastructure challenges exist within the West Railroad area, where future sewer service would require a gravity connection beneath the railroad corridor, a lift station, and pressure main infrastructure to connect with the existing system.

STORMWATER SYSTEM CONDITIONS

Stormwater infrastructure improvements will also be required to support future urban development within the BCPA. The City's Stormwater Master Plan identifies the Day Road Improvements Phase 1 and Phase 2 projects as key infrastructure components needed to serve the area.

Future stormwater planning will need to address the area's wetlands, floodplain, streams, riparian corridors, and other significant natural resources while accommodating future urban development and roadway improvements.

UTILITY PLANNING CONCLUSIONS

The utility planning completed to date confirms that substantial infrastructure investment will be necessary to support long-term development within the BCPA, particularly in the West Railroad area where access, topography, environmental constraints, and distance from existing urban services create additional challenges. Continued utility planning, engineering analysis, and coordination with future transportation improvements will be necessary as development planning advances.

Chapter 4 builds upon these existing conditions, constraints, and infrastructure needs by establishing the long-term land use, transportation, utility, and development framework intended to guide future growth and investment within the BCPA.

BPA EASEMENTS

A Bonneville Power Administration (BPA) transmission easement generally follows the railroad corridor through portions of the West Railroad area. The easement contains high-voltage transmission infrastructure that serves an important regional utility function and may limit certain types of development, building placement, grading activities, tree planting, and other site improvements within or adjacent to the corridor. Another smaller easement crosses through the Planning Area near Day Road.

While the BPA easements present development constraints, they may also provide opportunities for compatible uses such as stormwater facilities, trails, utility corridors, landscape buffers, or limited circulation improvements, subject to BPA review and approval requirements. As planning and development occur within the BCPA, continued coordination with BPA will be important to better understand long-term easement requirements, allowable uses, access needs, and opportunities for integrating the easements with future infrastructure and multimodal connections.

4

MASTER PLAN FOR BASALT CREEK

Master Plan for Basalt Creek

Master Plan Overview

The Basalt Creek Master Plan (BCMP or Master Plan) establishes a long-term framework to guide future land use, transportation, infrastructure, open space, and employment development within the Basalt Creek Planning Area (BCPA) over the next 10–20 years. Building upon the vision established in the 2018 Basalt Creek Concept Plan (BCCP), the Master Plan refines development patterns, infrastructure needs, transportation connections, and implementation strategies needed to support future growth in the area.

As one of Wilsonville's last major industrial growth areas within the Urban Growth Boundary, the BCPA represents an important opportunity to support long-term economic development and expand the City's employment base. At the same time, the Master Plan recognizes the significant infrastructure, environmental, transportation, and property ownership challenges that will require long-term coordination, investment, and phased implementation over time, particularly within the West Railroad area.

The following sections describe the proposed land use framework, transportation and utility systems, trail and open space network, and development strategies intended to guide future growth and investment within the BCPA.

KEY ELEMENTS OF THE MASTER PLAN

- Land Use and Development
- Transportation
- Parks and Natural Resources
- Utilities

KEY CONSIDERATIONS AND CONCLUSIONS

The following considerations and conclusions informed development of the Basalt Creek Master Plan and helped shape the land use, transportation, infrastructure, and implementation framework.

Economic Development and Market Conditions

- The BCPA can support regional economic growth and industrial development while expanding Wilsonville's employment base.
- The BCPA's strategic location near regional transportation networks, access to a skilled labor force, and proximity to established industrial clusters make it well positioned to attract businesses.
- Development-ready sites and engaged property owners create opportunities for early catalytic projects that could spur additional development in the BCPA.
- Declining national and regional demand for office space, driven by remote and hybrid work trends, reduces the role of office uses compared to assumptions in the BCCP.
- Restrictive development requirements, such as mandating a high share of manufacturing uses, may discourage investment and direct users to more flexible locations.

Development Constraints and Infrastructure

- Fragmented land ownership and the continued presence of contractor establishments currently limit opportunities for the higher-intensity urban industrial uses envisioned in the BCCP.
- Existing rural infrastructure constrains industrial development in the BCPA and limits the area's ability to support higher-density employment uses.

Natural Resources and Connectivity

- Protect key natural resources and sensitive areas in the BCPA while making recreational opportunities accessible through integration of new parkland, open spaces, natural areas and trails into existing regional networks.
- Protect, enhance, and provide access the area's distinctive natural features, particularly its namesake - Basalt Creek - and the surrounding wetlands habitat running north-south through the eastern half of the area.
- Provide strong transit access to support employment within Basalt Creek, and integrate transit access with the bike, pedestrian, and trail services at key access points along Grahams Ferry Road, Boones Ferry Road, Day Road, SMART Central, and the Coffee Creek Correctional Facility.

Development Code and Design

- Adopt Development Code standards that permit and encourage the anticipated land uses within each BCPA subdistrict, including High-Tech Employment, Light Industrial, Craft Industrial, and West Railroad, while maintaining flexibility to respond to evolving market conditions and employment opportunities.
- Apply the design standards of the Coffee Creek Design Overlay District, or a successor district, throughout the BCPA to promote a cohesive, high-quality development pattern and reinforce a consistent design character across the broader northwest Wilsonville industrial area.
- Implement special development and design standards for the Craft Industrial subdistrict along SW Boones Ferry Road and other locations suitable for craft industrial development.

Figure 9. Basalt Creek Master Plan

PLACEHOLDER FOR MASTER GRAPHIC SHOWING AN OVERVIEW OF ALL PLAN COMPONENTS, THIS WILL BE ADDED WHEN UTILITY AND INFRASTRUCTURE ANALYSIS IS COMPLETE.

Land Use and Development

The proposed land use framework builds upon the development pattern established in the BCCP while responding to updated market conditions, infrastructure constraints, transportation access, natural resources, and long-term employment needs. The framework is intended to support a range of industrial and employment uses while creating transitions between districts, protecting significant natural resources, and coordinating future transportation and utility investments throughout the BCPA.

Development within the BCPA is expected to occur incrementally over time and will likely vary by district based on infrastructure availability, market conditions, environmental constraints, transportation access, and property ownership patterns. Areas with fewer constraints and larger consolidated parcels may develop earlier, while other areas may transition more gradually over the long term.

NOTE THAT THE DESCRIPTIONS OF EACH DISTRICT MAY BE REFINED FURTHER PENDING THE OUTCOME OF THE ZONING CODE DISCUSSION AND FINAL ZONING RECOMMENDATIONS.

LIGHT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Light Industrial District is planned for land south of the future Basalt Creek Parkway between the Parkway and SW Clay Street, north of the Coffee Creek Correctional Facility, and east of SW Grahams Ferry Road to the Basalt Creek Canyon. This district is intended to support primarily manufacturing, warehouse, logistics, and industrial uses in single- or multi-tenant buildings with supporting office and limited commercial activities.

As modeled in the BCCP, the district is anticipated to accommodate approximately 581 jobs and provide a transition between the more intensive High-Tech Employment District and surrounding natural features and infrastructure corridors. Future development will need to integrate with adjacent natural resource areas and comply with applicable resource protection standards.

HIGH-TECH EMPLOYMENT DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The High-Tech Employment District is planned for all land in the BCPA east of SW Boones Ferry Road and most of the land south of a future extension of SW Clay Street to the east side of SW Grahams Ferry Road, extending south to SW Day Road and bordered to the west by the Coffee Creek Correctional Facility. This district is intended to serve as the primary employment center within the BCPA and, as modeled in the BCCP, is anticipated to accommodate the largest share of future jobs in the Planning Area, estimated at approximately 1,916 jobs.

The district is envisioned to support a mix of high-tech employment, advanced manufacturing, industrial, research and development, office, and supporting warehouse uses. While the original BCCP assumed a development pattern that was roughly half office and half industrial, changing market conditions and reduced demand for traditional office space may result in a greater emphasis on industrial and flex employment uses over time. Development is generally anticipated to occur in one- to three-story buildings, while select locations near I-5 and SW Boones Ferry Road may accommodate taller employment buildings.

The district is intended to provide flexibility in tenant mix and building types while supporting development of a cohesive, high-quality employment area integrated with surrounding transportation and utility infrastructure.

CRAFT INDUSTRIAL DISTRICT

COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (EXISTING)

The Craft Industrial District is planned in the southwest corner of the intersection of SW Boones Ferry Road and the future Basalt Creek Parkway extension. The district is intended to support smaller-scale employment uses and creative industries while responding to nearby residential development, natural constraints associated with the Basalt Creek Canyon, and the area's location adjacent to future neighborhood commercial and residential areas in Tualatin.

Development is anticipated to occur incrementally over time and serve as a transition between surrounding residential uses and the more intensive employment districts to the east and south. The area is envisioned to accommodate two- to three-story buildings with smaller tenant spaces for light industrial, maker, artisan, incubator, office, and limited commercial uses. Some limited residential or live-work opportunities may also occur as part of mixed-use or work-live development concepts.

The district is intended to provide flexibility for smaller-scale employment and mixed-use development while maintaining compatibility with surrounding residential areas and natural features. As modeled in the BCCP, the district is expected to accommodate approximately 27 jobs and 6 housing units.

WEST RAILROAD DISTRICT

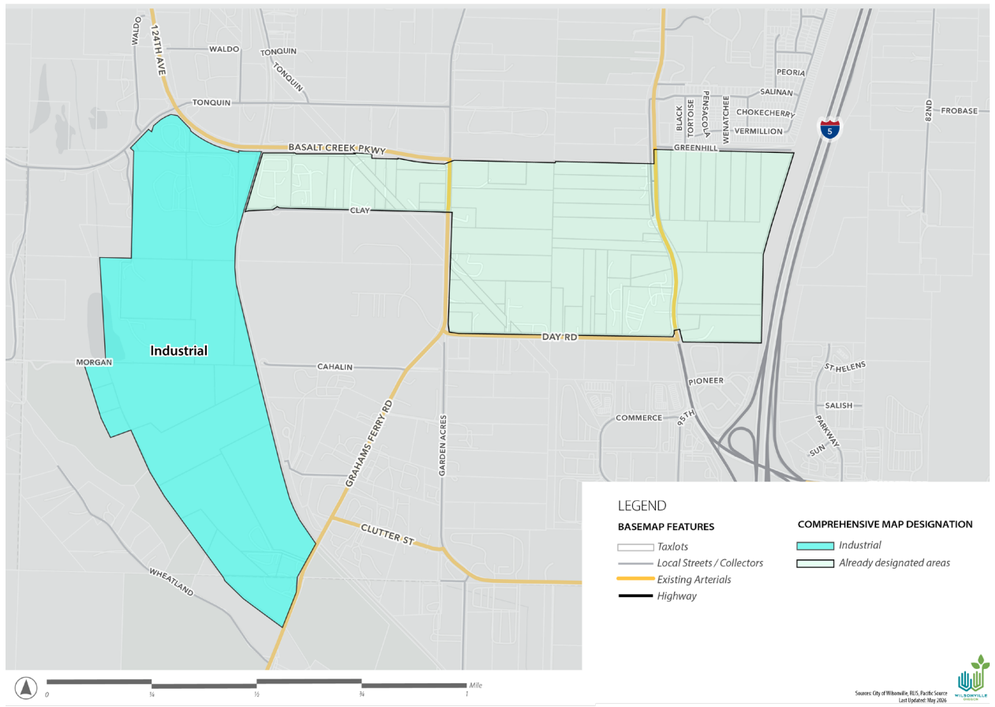
COMPREHENSIVE PLAN DESIGNATION: INDUSTRIAL (PROPOSED)

The West Railroad District is located between the active rail line and the Coffee Lake Creek wetlands and encompasses approximately 165 acres, of which roughly 90 acres are considered unconstrained and potentially developable. Development potential within the district is significantly influenced by wetlands habitat, steep slopes, varied terrain, and limited transportation access opportunities.

Due to these constraints, the West Railroad area was excluded from the primary development assumptions of the BCCP and is expected to develop incrementally over the long term as infrastructure and access improvements occur. Future development is anticipated to consist primarily of industrial park-style employment uses, including manufacturing, warehousing, distribution, office, and industrial support services. Development within the district is expected to generate a relatively high proportion of freight and heavy vehicle traffic compared to other areas within the BCPA.

Because the West Railroad area was excluded from the original BCCP development assumptions, no specific employment capacity estimate was established for the district. Future development will need to carefully balance infrastructure feasibility, freight access, environmental constraints, and long-term market conditions.

Figure 10. Recommended Amendments to Comprehensive Plan Map



↳ **This figure illustrates proposed Comprehensive Plan designation updates within the BCPA informed by the BCMP. While most of the Planning Area was addressed through the 2018 BCCP (and designated Industrial), the West Railroad area was largely excluded from the original planning effort due to access, infrastructure, and environmental constraints. The BCMP identifies an Industrial Comprehensive Plan designation for West Railroad to guide future long-term development and planning efforts.**

Figure 11. Recommended Zoning

PLACEHOLDER FOR RECOMMENDED ZONING GRAPHIC. TO BE INCLUDED WITH ZONING CODE AND FINAL ZONING CODE RECOMMENDATIONS IN THE SECOND WORK SESSION.

Transportation

ROADWAY NETWORK

The transportation network envisioned for the BCPA is intended to support long-term industrial and employment development while improving local and regional connectivity for all modes of travel. Building upon the framework established in the BCCP, the City prepared an updated Local Street Concept Map identifying future roadway alignments, key access points, and multimodal connections throughout the Planning Area, including the West Railroad area.

The transportation framework includes a hierarchy of arterial, collector, and local industrial streets intended to support freight mobility, local circulation, and regional access. Key improvements include the planned Basalt Creek Parkway extension, improvements to the Grahams Ferry Road and Day Road intersection, and enhanced north-south connectivity along Grahams Ferry Road. Together, these improvements are intended to improve access between the BCPA, Interstate 5, Tonquin Road, and surrounding industrial districts.

The Local Street Concept Map (Figure 12) illustrates the anticipated long-term street network within the BCPA. Alignments are conceptual and intended to guide future connectivity and circulation as development occurs. Final roadway alignments and design details will be determined through future development review, engineering, and infrastructure planning processes.

Future local street connections are expected to be constructed incrementally as properties redevelop and urban infrastructure is extended throughout the Planning Area.

Within the West Railroad area, future transportation planning focuses on improving long-term access while recognizing the area's physical and environmental constraints. The Master Plan identifies a future north-south industrial street connection between Tonquin Road and SW Grahams Ferry Road as the primary internal circulation route. Additional long-term access opportunities, including a potential future extension of Cahalin Road across the railroad corridor, may further improve connectivity if determined to be feasible through future engineering, railroad coordination, and funding efforts.

Because many future uses within the BCPA are expected to generate truck traffic, future roadway improvements should prioritize efficient freight access while integrating bicycle, pedestrian, and potential transit facilities where appropriate.

Implementation of the transportation network will occur incrementally over time as development occurs and funding becomes available. Continued coordination among the City, Washington County, Metro, ODOT, regional transit providers, and railroad operators will be necessary to refine roadway alignments and implement future transportation improvements.

High Priority Projects in the Area

The following projects are identified as high priorities within the City's Transportation System Plan (TSP) and support future development within the Basalt Creek Planning Area (BCPA). These projects provide foundational transportation infrastructure intended to improve regional access, freight mobility, local circulation, and multimodal connectivity throughout the area.

Basalt Creek Parkway Extension: TSP Project RE-14

This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.

Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08

This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:

- **Include an upgraded Garden Acres Road as the intersection's south leg;**
- **Construct a new west leg that will be the continuation of Grahams Ferry Road; and**
- **Remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.**

It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.

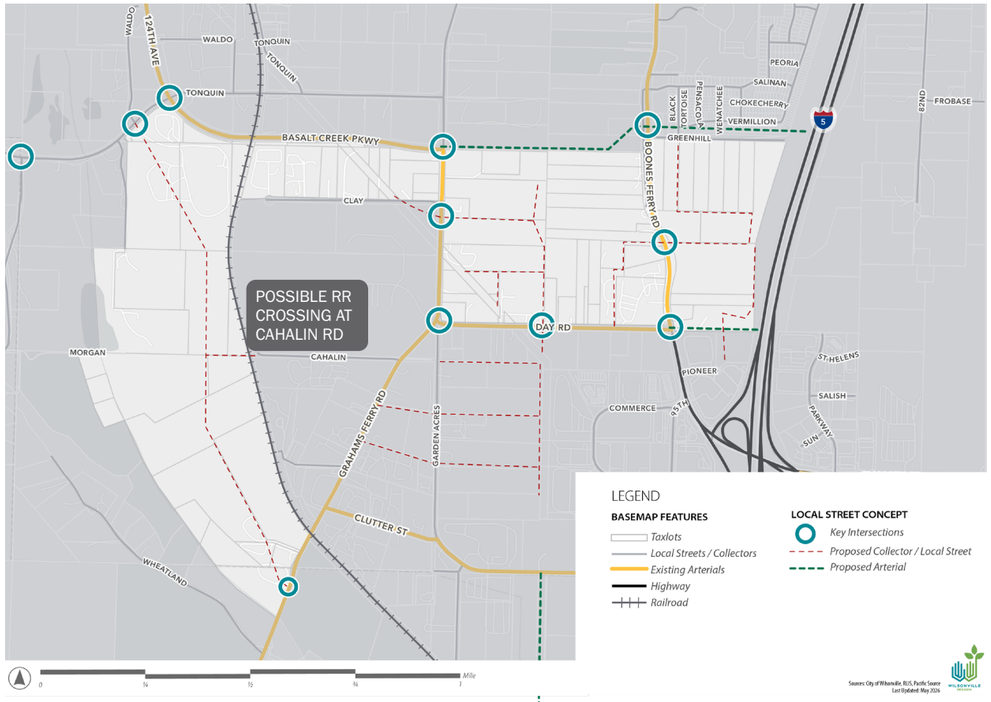
Grahams Ferry Road/Clutter Road Closure and Traffic Signal at a Currently Unnamed Road: TSP Project RE-13

Once the currently unnamed road extension (planned south of Cahalin Road) is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road.

Day Road Widening: TSP Project RW-02

Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

Figure 12. Local Street Concept Map



↳ Key intersections shown on the map are assumed to be fixed. Local street alignments are conceptual and intended to guide future connectivity and circulation within the BCPA. Final alignments of new public streets or private streets within public easements will be determined as development occurs.

RAILROAD CORRIDOR AND FREIGHT ACCESS

The Portland and Western Railroad (PNWR) corridor is a defining feature of the BCPA and plays an important role in shaping future development patterns, transportation access, and infrastructure planning throughout the area. The active rail line creates both opportunities and constraints for future industrial development. Proximity to regional freight infrastructure can support manufacturing, warehousing, and distribution uses, while the railroad corridor also limits east/west connectivity and creates access challenges in portions of the Planning Area, particularly within the West Railroad area.

The BCMP works within these existing conditions by focusing future industrial development in areas with the greatest long-term access and infrastructure potential, while also identifying opportunities for future transportation improvements and crossings where feasible. The City is currently coordinating with Portland and Western Railroad regarding the potential conversion of the existing private rail crossing at Cahalin Road to a future public crossing. Preliminary discussions indicate that PNWR would support industrial development within the area and may support conversion of the crossing if additional safety improvements and crossing upgrades are provided.

Although the Master Plan does not assume a future public crossing at Cahalin Road, the BCMP recognizes that an additional east/west connection across the railroad could improve long-term circulation, freight mobility, and overall access within the West Railroad area. Continued coordination with PNWR, ODOT Rail, and regional partners will be necessary as future access, crossing feasibility, freight mobility, and infrastructure needs are further evaluated over time.

FUTURE TRANSIT FRAMEWORK

The creation of additional bus lines along existing and new routes in the Basalt Creek Planning Area will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the Planning Area. This service would also provide access to surrounding and regional employment centers and residential neighborhoods.

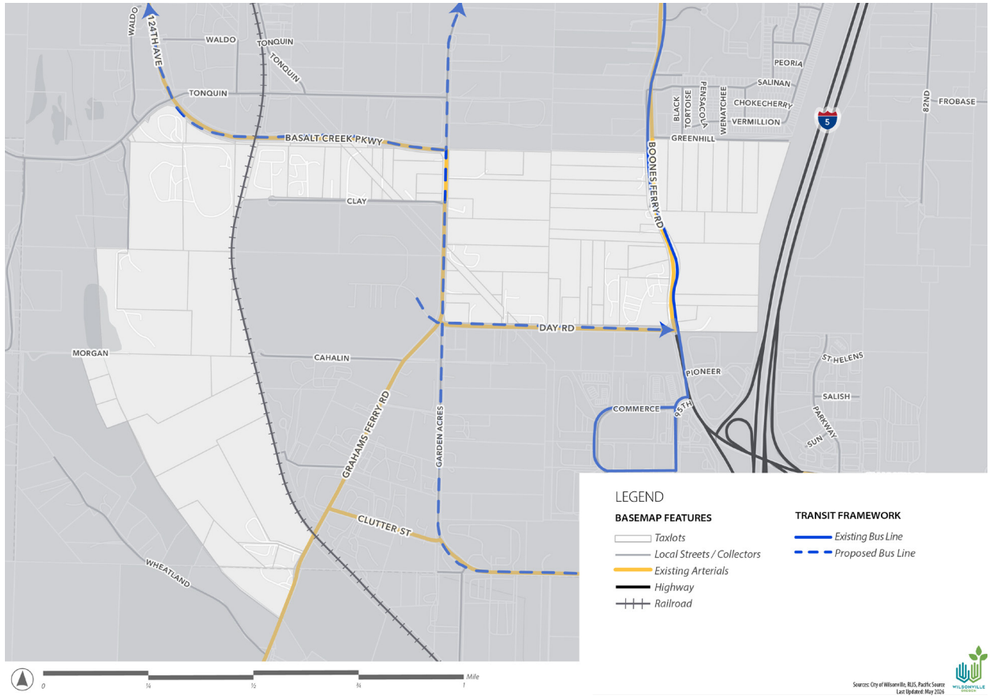
In addition to local service within Wilsonville, SMART provides regional connections north to Portland and south to Woodburn and Salem, making the transit network an important asset for supporting workforce access to and from the BCPA as a future regional employment center. Transit service should facilitate riders commuting to and from work and visiting major local destinations such as the Wilsonville and Tualatin Town Centers.

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

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

As development and employment within the BCPA increase over time, the feasibility of a new WES station serving the Basalt Creek Planning Area should be studied to improve regional transit access and support future ridership demand.

Figure 13. Future Transit Framework



BICYCLE, PEDESTRIAN, AND TRAIL NETWORK

The BCMP envisions an expanded multimodal network that improves bicycle and pedestrian connectivity throughout the BCPA while linking future employment areas to surrounding neighborhoods, transit services, open spaces, and regional trail systems. The planned network builds upon concepts established in the BCCP and Transportation System Plan and is intended to support both transportation and recreational functions within the Planning Area. The multimodal framework is also intended to support future transit access to employment areas and coordinate pedestrian and bicycle connections to future transit stops and services.

Future bicycle and pedestrian facilities are planned to be integrated into new and improved roadway corridors in accordance with State, County, and City standards. Key planned connections include new east/west bicycle and pedestrian facilities along the Basalt Creek Parkway and Tonquin Road corridors, as well as a continuous north/south connection along Grahams Ferry Road. Together, these improvements are intended to improve access between employment districts, the planned neighborhood commercial area, nearby residential neighborhoods, future transit services, and regional trail systems.

The Master Plan also recognizes the importance of integrating multimodal transportation facilities into future development within the West Railroad area where feasible. While freight mobility will remain the primary transportation need in the district, future internal streets should incorporate complete street principles that safely accommodate pedestrians, bicycles, and potential future transit service.

Natural resources and open spaces within the BCPA create opportunities to integrate trails and recreational amenities into the broader transportation network while enhancing access to significant environmental features. Future trail alignments should balance public access and recreation with long-term protection and enhancement of wetlands, streams, riparian corridors, and habitat areas.

Three future trails within the BCPA are identified as Higher Priority Projects in Wilsonville's Transportation System Plan (TSP), including the regional Ice Age Tonquin Trail (RT-03A), the Basalt Creek Canyon Ridge Trail (LT-02), and the I-5 Easement Trail (LT-03). These trails are shown in Figure 14 and summarized on the following page.

Ice Age Tonquin Trail (#RT-03A)

The Ice Age Tonquin Trail is planned as a regional multiuse trail connection extending through Wilsonville and into neighboring communities. Within the BCPA, the trail is intended to connect future employment areas, open spaces, and regional bicycle and pedestrian facilities while helping integrate the Planning Area into the broader regional trail network. The Master Plan also assumes that the regional Ice Age Tonquin Trail can generally be accommodated through the West Railroad area, subject to future alignment refinement and coordination during development.

Basalt Creek Canyon Ridge Trail (#LT-02)

The Basalt Creek Canyon creates a significant barrier to east/west movement within portions of the Planning Area, making north/south trail connections particularly important to overall network connectivity. The Basalt Creek Canyon Ridge Trail is planned as a north/south trail connection west of the Basalt Creek Canyon intended to improve local bicycle and pedestrian circulation and create connections to east/west roadway corridors throughout the Planning Area. The trail is envisioned to connect to the regional trail network through future improvements along Tonquin Road and Grahams Ferry Road and may ultimately require grade-separated crossings of Basalt Creek Parkway.

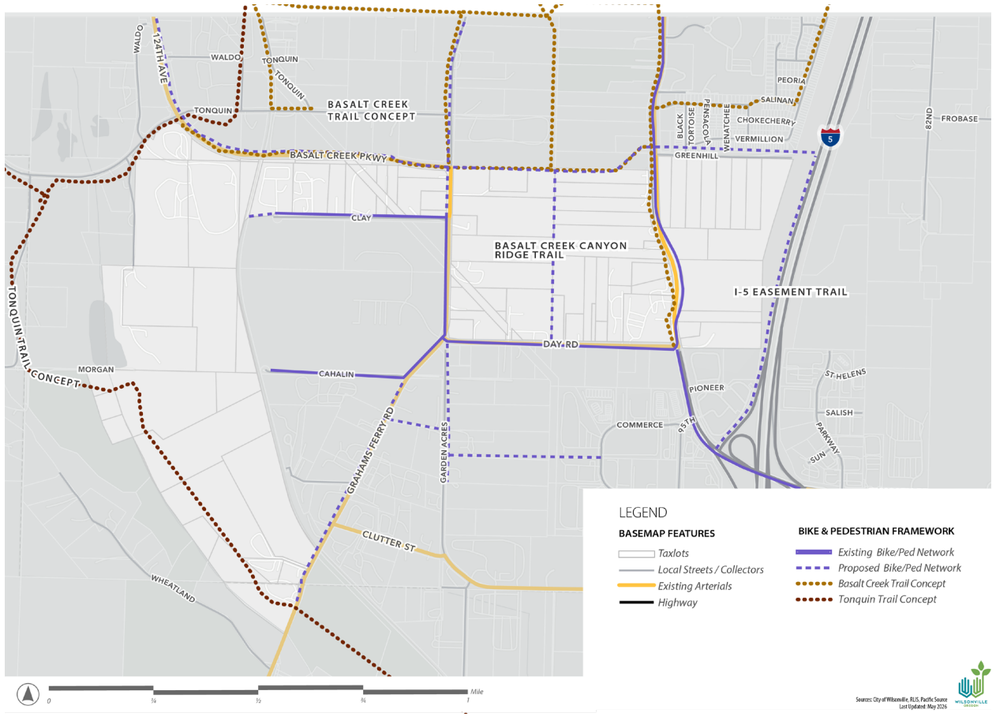
A trail landing area and at-grade undercrossing have already been incorporated into the design of the Basalt Creek Parkway extension between SW Grahams Ferry Road and SW Boones Ferry Road to help accommodate future trail connections in this area.

I-5 Easement Trail (#LT-03)

The I-5 Easement Trail is planned as a north/south trail within the ODOT easement parallel to Interstate 5. The trail would provide an additional off-street bicycle and pedestrian connection through the Planning Area while linking to existing and future regional bicycle and pedestrian facilities.

Implementation of the planned multimodal network is expected to occur incrementally alongside roadway, utility, and development improvements throughout the BCPA and will require continued coordination among the City, Metro, Washington County, ODOT, utility providers, and regional partners as development occurs over time.

Figure 14. Future Bicycle and Pedestrian Framework



THE ICE AGE TONQUIN TRAIL

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

Table 3. Higher Priority Basalt Creek Trail Projects Included in the TSP

Project #	Project Name	Notes
RT-03A	Ice Age Tonquin Trail (North)	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to Additional Planned Project List; On the 2045 Long-Term Strategic Project List in the Metro RTP 2025-2032
LT-03	I-5 Easement	New to 2019 Wilsonville TSP, added to Additional Planned Project List

Parks and Natural Resources

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

PARKS

The Planning Area provides opportunities for a range of future recreational amenities that could serve both nearby residents and future employees within the BCPA. Potential park types may include small gathering spaces, pocket parks, natural open spaces, trail-oriented recreation areas, and potentially larger community-serving recreational facilities.

Because much of the Planning Area is intended for employment and industrial uses, parks and open spaces are envisioned not only as recreational amenities, but also as important components of the overall employment environment that can support walking, outdoor gathering, recreation, and visual access to natural features.

The Basalt Creek Canyon and associated natural resource areas provide opportunities for passive recreation activities such as walking, jogging, hiking, and nature viewing, while future trail connections may help link employment areas to surrounding neighborhoods, transit services, and regional recreation networks.

Future recreational amenities within the BCPA are expected to be integrated into employment areas through industrial waysides, plazas, landscaped gathering spaces, and trail-oriented open spaces that support employees, visitors, and nearby residents. These amenities can help create a more attractive employment environment while providing opportunities for walking, outdoor gathering, and connections to surrounding natural features.

Future planning efforts should continue exploring opportunities to connect trails, viewpoints, interpretive features, and habitat enhancement projects with the area's natural resource network, particularly within and adjacent to Basalt Creek Canyon and the Coffee Lake Creek wetlands. Any recreational improvements should be designed to complement resource protection objectives while expanding access to the BCPA's natural amenities where appropriate.

NATURAL RESOURCES

Overview

The BCPA contains a diverse network of wetlands, streams, riparian corridors, upland habitat areas, floodplain, and tree groves that significantly influence future development patterns within the Planning Area. Many of these resources are concentrated within and around the Basalt Creek Canyon and the West Railroad area, where extensive environmental constraints shape long-term land use, transportation, infrastructure, and recreation planning.

To support the Master Plan process, the City updated portions of the natural resource inventory originally prepared during the BCCP process to reflect current conditions and comply with Oregon Statewide Planning Goal 5 requirements. This work included updated mapping and evaluation of wetlands, streams, riparian corridors, upland tree groves, and wildlife habitat areas within the BCPA (See Figure 8).

Regulatory Framework for Natural Resources

Future development within the BCPA is subject to a layered regulatory framework intended to protect wetlands, streams, riparian corridors, floodplains, wildlife habitat, and other significant natural resources. Resource protection requirements are established through Oregon Statewide Planning Goal 5, Metro's Urban Growth Management Functional Plan, and local regulations adopted by the City of Wilsonville and Clean Water Services. Together, these regulations influence where development can occur, the extent of environmental review required, and how impacts to natural resources must be avoided, minimized, or mitigated.

Oregon Statewide Planning Goal 5

Oregon Statewide Planning Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces directs local governments to inventory and protect significant natural resources and open spaces through local planning and development regulations. In the Portland metropolitan region, Goal 5 is implemented primarily through Metro Titles 3 and 13.

Metro Title 3: Water Quality and Flood Management

Metro Title 3 establishes requirements intended to protect water quality and reduce impacts to flood management areas, wetlands, streams, and riparian corridors. Within the BCPA, approximately 116 acres have been identified as Water Quality and Flood Management Areas under Metro Title 3. These areas are generally constrained from development and require vegetated corridor protection, environmental mitigation, and stormwater management measures where impacts occur. As a result, many of these areas were excluded from the developable lands assumptions used during planning and scenario evaluation.

Metro Title 13: Nature in Neighborhoods

Metro Title 13 is intended to protect and restore a connected system of stream corridors, riparian habitat, and upland wildlife habitat throughout the region. Metro's regional habitat inventory identified Habitat Conservation Areas within portions of the BCPA based on riparian, wetland, and upland habitat characteristics.

While development is not prohibited within Title 13 areas, future development must incorporate low-impact design approaches and mitigation strategies intended to maintain ecological function and habitat connectivity. Portions of the BCPA designated as Riparian Habitat Classes I and II are subject to additional development limitations and reduced development potential.

Local Resource Protection Regulations

In addition to Metro requirements, both the City of Wilsonville and Clean Water Services administer local regulations that further protect significant natural resources and sensitive environmental areas. Upon annexation into the City, development within the BCPA will be subject to Wilsonville's Significant Resource Overlay Zone (SROZ), which regulates development near wetlands, floodplains, riparian corridors, and vegetated corridors. Development within or near mapped resource areas generally requires preparation of a Significant Resource Impact Report (SRIR) evaluating potential impacts and applicable mitigation measures.

Properties that develop within the City of Tualatin or within the Clean Water Services service area must also comply with Clean Water Services' Design and Construction Standards and Service Provider Letter (SPL) requirements related to streams, wetlands, vegetated corridors, and watershed protection areas.

Natural Resource Protection and Enhancement Strategies

Most environmentally constrained land within the BCPA is located within or adjacent to the Basalt Creek Canyon and the West Railroad area (see Figure 8). The Cities have agreed to manage these areas in a manner generally consistent with Metro Titles 3 and 13 while balancing future development, recreational access, and habitat protection objectives.

The Basalt Creek Canyon is one of the most significant natural features within the Planning Area and is intended to remain an important visual, ecological, and recreational asset. Future development should seek to protect and enhance the Canyon while providing carefully located visual and physical access points that connect to the broader bicycle, pedestrian, and trail network serving both residents and employees.

Potential future enhancement and restoration strategies may include removal and management of invasive plant species such as reed canary grass, Himalayan blackberry, and English ivy; restoration of native aquatic and upland vegetation communities; and retention or installation of snags and woody debris to support wildlife habitat functions. Important habitat species identified within the area include Red-legged Frogs, Pileated Woodpeckers, Oregon white oak, Ponderosa pine, and Geyer willow. Additional information is provided in Appendix G.

In addition to habitat protection and restoration, maintaining connections between habitat areas will be important to support wildlife movement and ecological function as the area develops over time. Future development within the BCPA should consider opportunities to maintain and enhance wildlife connectivity through site design, open space planning, natural resource protection, and infrastructure improvements.

Where appropriate, wildlife crossings, habitat corridors, culverts, bridge structures, and other design measures should be evaluated to facilitate the safe movement of wildlife across developed areas and transportation facilities. Such measures can help reduce wildlife-vehicle conflicts, improve habitat connectivity, support ecosystem health, and reinforce the City's broader environmental stewardship objectives. The BCMP encourages consideration of wildlife movement and connectivity during future planning, infrastructure design, and development review processes, particularly in areas adjacent to Basalt Creek, associated wetlands, and other significant natural resource features.

NOTE THAT THE OVERALL MASTER PLAN GRAPHIC (PLACEHOLDER ON PAGE 44) WILL SHOW NATURAL RESOURCES WITH ANNOTATIONS.

Utilities

THIS SECTION IS RESERVED FOR SUPPLEMENTAL ANALYSIS AND WILL BE COMPLETED UPON CONCLUSION OF ONGOING STUDIES.

WATER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

SANITARY SEWER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

STORMWATER

CONTENT FORTHCOMING PENDING COMPLETION OF FURTHER STUDIES.

Figure XX. Water Systems Concept for the Basalt Creek Planning Area

FIGURE TO BE ADDED PENDING COMPLETION OF ADDITIONAL STUDY

Figure XX. Sanitary Sewer Systems Concept for the Basalt Creek Planning Area

FIGURE TO BE ADDED PENDING COMPLETION OF ADDITIONAL STUDY

Figure XX. Stormwater Systems Concept for the Basalt Creek Planning Area

5

IMPLEMENTATION & PHASING STRATEGY

Implementation and Phasing Strategy

Recommendations

The recommendations for the BCPA are structured into four categories: Further Exploration, Planning, Funding, and Investment. These strategies address zoning, infrastructure, and development challenges while providing a phased approach for implementation. Central to these recommendations is the recognition that the status quo is unlikely to change without the City taking a more direct approach to encouraging development. Challenges such as fragmented ownership, the presence (and continued growth) of contractor establishments, and substantial needed infrastructure upgrades to serve urban developments are unlikely to resolve without City intervention.

Wilsonville can approach Basalt Creek's development with varying levels of involvement. A conservative approach would prioritize zoning and regulation, planning control, and limited infrastructure investments to guide development. A more proactive approach would accelerate the BCPA's vision by supporting relocation of contractor establishments, acquiring and aggregating land, and investing in additional infrastructure needs in areas like West Railroad. Which strategy the City chooses will ultimately depend on balancing risks with the desire to unlock the Planning Area's potential.

ADDITIONAL IMPLEMENTATION AND PHASING ITEMS MAY COME OUT OF THE ADDITIONAL INFRASTRUCTURE ANALYSIS. PENDING COMPLETION OF THOSE REPORTS RELEVANT DETAILS WILL BE ADDED TO THIS CHAPTER.

IMPLEMENTATION ORGANIZATION

FURTHER EXPLORATION

This category focuses on coordination, technical analysis, stakeholder engagement, and relationship building needed to support future decision-making and long-term implementation

PROPERTY OWNER AND STAKEHOLDER COORDINATION

- **Outreach to Property Owners:** Continue engaging property owners to better understand development plans, operational needs, redevelopment barriers, and willingness to participate in future infrastructure or redevelopment efforts. Explore opportunities for coordinated redevelopment, land assembly, and phased transitions over time.
- **Craft Industrial Opportunity:** Continue discussions with landowners in the Craft Industrial area regarding potential lot reconfiguration or partitioning opportunities that could improve long-term redevelopment potential while responding to site constraints and surrounding residential uses.
- **West Railroad Opportunity Sites:** Identify willing landowners and opportunity sites within West Railroad that may support incremental redevelopment and help establish momentum for future investment.
- **Support Contractor Establishment Relocation or Compliance:** Develop strategies to help contractor establishments relocate, consolidate, or conform with City standards. This could involve creating incentives for relocation or working with businesses to improve operations over time to better align with long-term City development objectives.
- **Explore Partnerships:** Identify opportunities to work with public entities and private partners to align resources and attract desired industries. Potential partners may include Business Oregon, Greater Portland Inc. (GPI), the Port of Portland, utility providers, and regional agencies.

TRANSPORTATION AND INFRASTRUCTURE COORDINATION

- **Coordinate with Utilities and Service Providers:** Continue coordination with utility providers, including Portland General Electric (PGE), Clean Water Services, and regional infrastructure partners, to evaluate long-term water, sewer, stormwater, and power needs associated with future industrial and employment uses.

- **Coordinate with Regional and Railroad Partners:** Continue coordination with Washington County, Metro, ODOT, Portland and Western Railroad (PNWR), Business Oregon, Greater Portland Inc. (GPI), and other regional partners related to transportation access, rail crossings, freight mobility, infrastructure funding, and economic development opportunities. Coordination should continue regarding the long-term feasibility of a future public railroad crossing at Cahalin Road, which could improve access, circulation, and freight mobility within the West Railroad area.
- **Evaluate Transportation Access Opportunities:** Continue exploring long-term access opportunities for West Railroad, including the feasibility of a future public railroad crossing at Cahalin Road, modernization of the Grahams Ferry Road undercrossing, and phased improvements to Tonquin Road and internal circulation routes.

ENVIRONMENTAL AND INFRASTRUCTURE ANALYSIS

- **Continue Environmental and Infrastructure Analysis:** Continue evaluating environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility to better understand long-term development potential and phasing considerations, particularly within the West Railroad area.

PLANNING

This category focuses on aligning zoning, infrastructure planning, transportation systems, environmental regulations, and economic development strategies with the long-term vision for the BCPA.

LAND USE AND ZONING

- **Apply the Planned Development Industrial (PDI) Zone Across Basalt Creek with Modifications:** Support a broad range of industrial and employment uses consistent with the BCCP and Economic Inventory while allowing flexibility for evolving market conditions and business types.
- **Prohibit Low-Intensity Uses and Address Existing Contractor Establishments:** Establish zoning prohibitions or limitations on low-intensity uses that do not support long-term employment density goals. Determine appropriate approaches for existing contractor establishments, such as conditional, nonconforming, or prohibited use status.
- **Evaluate Additional Standards or Allowances for the Craft Industrial Area:** Consider additional uses and development standards within the Craft Industrial Area, such as live-work spaces, small-scale offices, incubator spaces, or small-scale production facilities, that better respond to site constraints and nearby residential development.
- **Evaluate West Railroad Zoning Flexibility:** Consider zoning and development standards within West Railroad that maintain flexibility for a variety of industrial and employment uses while emphasizing site organization, environmental integration, circulation, and development quality. This work should continue to involve coordination with property owners, regional partners, and potential development interests.
- **Update Urban Planning Area Agreement (UPAA):** Amend agreement with Washington County to transfer planning authority for Basalt Creek to the City, ensuring alignment with Wilsonville's long-term vision. This would reduce the risk of continued low-intensity uses, alleviate staffing burdens at the County level, and reduce future pressures to expand the urban growth boundary (UGB). As an example, Troutdale has an Intergovernmental Agreement with Multnomah County that transfers planning authority to the City for areas within its UGB.

COORDINATION AND INFRASTRUCTURE PLANNING

- **Coordinate with Washington County on Annexation Planning:** Continue coordinating with Washington County on development review, transition planning, and long-term implementation within the BCPA. For properties that remain under County jurisdiction, encourage interim site

and design improvements that support the long-term industrial and employment vision for the area while maintaining communication with property owners regarding future expectations. Upon annexation into the city, require new development and redevelopment to comply with the City's Development Code and applicable design, infrastructure, and resource protection standards consistent with the BCMP vision. Continue evaluating whether future updates to the Urban Planning Area Agreement (UPAA) are needed to support long-term implementation and coordination.

» **Conduct Preliminary Urban Renewal Area (URA) Analysis:** Conduct a feasibility study evaluating whether expanding the existing Coffee Creek Urban Renewal Area or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements. The study should also evaluate opportunities for land assembly and coordinated redevelopment within fragmented portions of the Planning Area. Findings should provide City Council with options and recommendations regarding long-term infrastructure funding and implementation strategies.

» **Coordinate Future Transit Service:** Continue coordinating with SMART to expand future transit service within the BCPA as development occurs, including consideration of future routes, stops, and connections serving employment areas and regional destinations.

» **Coordinate Future TSP and Regional Transportation Planning:** Continue coordinating with Metro, Washington County, and neighboring jurisdictions regarding long-range transportation projects identified in the Metro Regional Transportation Plan (RTP) that may affect the BCPA. This includes evaluating whether additional long-range roadway improvements, such as future Grahams Ferry Road widening or improvements to 124th Avenue, should be incorporated into future updates to the Transportation System Plan (TSP).

NATURAL RESOURCES, OPEN SPACE, AND TRAILS

» **Evaluate Wildlife Corridor and Habitat Impacts:** Continue evaluating potential impacts to wildlife movement, habitat connectivity, and ecological function associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Future planning efforts should consider opportunities to avoid fragmentation, maintain habitat connections where feasible, and integrate restoration or enhancement strategies into long-term development and infrastructure planning.

» **Update the Significant Resource Overlay Zone (SROZ):** Update Wilsonville's SROZ maps, inventory, and Development Code provisions using the findings of the PHS 2024 Natural Resources Inventory. Consider whether updates to mapping, buffers, mitigation standards, review procedures, or habitat enhancement requirements may be appropriate to support long-term implementation and coordination with future development and infrastructure planning efforts.

» **Evaluate Enhanced Day Road Crossing:** Consider an enhanced pedestrian and bicycle crossing of Day Road connecting the southern end of the Basalt Creek Canyon Ridge Trail (LT-02) with future pedestrian and bicycle facilities along the Coffee Creek Supporting Street.

» **Support Ice Age Tonquin Trail Connectivity:** As development occurs within the West Railroad area, continue evaluating opportunities for development to improve or extend on-street sidewalks, bicycle lanes, and related multimodal facilities that support safe and comfortable connections to the future Ice Age Tonquin Trail.

ECONOMIC DEVELOPMENT AND IDENTITY

» **Promote Economic Development, Site Readiness, and Branding:** Continue actively marketing the BCPA as a long-term industrial and employment opportunity area by maintaining clear information related to site readiness, infrastructure availability, incentives, zoning flexibility, and available funding tools. Continue coordinating with Greater Portland Inc. (GPI), Business Oregon, regional partners, developers, employers, and site selectors to increase awareness of Wilsonville's industrial development opportunities and strengthen the city's position within the regional industrial market. Outreach efforts should include proactive communication, targeted engagement, and site-specific marketing materials that highlight the BCPA's transportation access, environmental amenities, flexible development potential, and long-term infrastructure planning efforts. As redevelopment opportunities become clearer over time, consider establishing a distinct identity and branding strategy for West Railroad and the broader BCPA.

» **Extend Wayfinding and Signage Planning to the BCPA:** As future updates to the City's wayfinding and signage program occur, extend the framework to include the BCPA. Future wayfinding planning should consider gateway features, district identity, freight and visitor navigation, trail and multimodal connections, and coordinated signage that supports the long-term employment, industrial, and recreational vision for the Planning Area.

FUNDING

This category focuses on identifying financing tools, partnerships, and long-term funding strategies needed to support infrastructure improvements and redevelopment.

- **Explore and Establish Funding Mechanisms:** Continue evaluating funding tools and financing strategies that could support transportation, utility, stormwater, environmental, and redevelopment improvements throughout the BCPA.
- **Evaluate Urban Renewal and Tax Increment Financing:** Evaluate use of Urban Renewal or Tax Increment Financing mechanisms to help fund infrastructure improvements, site preparation, transportation upgrades, environmental restoration, and redevelopment coordination efforts.
- **Explore Local Improvement Districts (LIDs) and Cost Sharing:** Explore Local Improvement Districts, reimbursement districts, public-private partnerships, and horizontal development agreements to distribute infrastructure costs among benefiting properties. Recognize that participation levels may vary depending on the operational needs of existing uses.
- **Pursue Regional Infrastructure Partnerships:** Continue coordinating with Metro, Business Oregon, Washington County, utility providers, and regional economic development organizations to pursue infrastructure funding partnerships and implementation support.
- **Explore and Leverage State and Federal Funding:** Leverage grants, loans, and other funding programs to support infrastructure upgrades and attract investment. These could include, but are not limited to: Statewide Transportation Improvement Program (STIP); Immediate Opportunity Fund (IOF); Oregon Transportation Infrastructure Bank (OTIB); Safe Drinking Water Revolving Fund (SDWRLF); Water Wastewater Fund (W/W); Special Public Works Fund (SPWF); U.S. Economic Development Association (EDA) Public Works Program; Business Oregon Industrial Site Readiness Programs; Metro planning and development grant programs

INVESTMENTS

This category focuses on prioritizing infrastructure, redevelopment, and economic development investments that could help catalyze long-term growth within the BCPA.

- **Prioritize Early Infrastructure Investments:** Focus early infrastructure improvements on properties that are cost-effective to serve and likely to develop in alignment with the BCPA vision, such as the SW Greenhill Road site. These early investments can demonstrate feasibility and attract additional development. The City could collaborate with property owners, Greater Portland Inc. (GPI), and Business Oregon to attract a catalytic user that could justify and accelerate infrastructure development for the site.
- **Invest in Transportation Access and Freight Mobility:** Prioritize improvements that enhance regional access, freight circulation, and multimodal connectivity, including future improvements to Grahams Ferry Road, Tonquin Road, and Basalt Creek Parkway.
- **Expand Site Readiness and Development Incentive Programs:** Continue evaluating opportunities to expand or refine existing economic development and infrastructure assistance programs, including the Wilsonville Investment Now (WIN) program and Regional Site Investment Strategy (RSIS) opportunities, to better support infrastructure delivery, site preparation, redevelopment coordination, and industrial land readiness within the BCPA. Priority should be placed on strategic sites and catalytic infrastructure investments that can support long-term employment growth and phased redevelopment.
- **Explore Development Incentives:** Consider system development charge (SDC) adjustments or deferrals for targeted developments that support the City's vision for BCCP and where it would not place undue burdens on funds available for capital improvements. Explore providing relocation assistance to contractor establishments to enable redevelopment. This could include support identifying alternative sites and streamlining permitting processes if those sites are in Wilsonville.
- **Pursue Site Acquisition and Aggregation:** Partner with public or private entities to assemble large, contiguous parcels that can support high-value industrial users. The City could explore securing purchase options on key parcels to facilitate land assembly. A purchase option allows Wilsonville the right to buy property within a specified timeframe, offering flexibility without the immediate cost of full acquisition. This proactive approach provides leverage and control over future development while allowing the City to decline the purchase if circumstances change or acquisition becomes unfeasible. To advance this strategy, the City should identify and prioritize purchase option agreements with property owners of high-opportunity sites, building momentum for collaboration and development.

Phasing Strategy

Implementation of the BCMP is expected to occur incrementally over time as infrastructure funding, market demand, redevelopment interest, and partnership opportunities evolve. The phasing strategy outlined in Table 4 below organizes the BCMP recommendations into near-term, medium-term, and long-term actions intended to guide ongoing coordination, planning, investment, and implementation efforts over time.

The timing categories generally reflect when an action may begin or become a higher priority rather than when it would necessarily be completed. Many actions, particularly those related to infrastructure coordination, economic development, environmental planning, and partnership building, are expected to continue across multiple phases as development occurs and conditions change.

Table 4. Implementation Phasing

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Conduct Preliminary Urban Renewal Area (URA) Analysis	Evaluate whether expanding the existing Coffee Creek URA or establishing a new URA for Basalt Creek could support infrastructure, redevelopment, environmental, and site readiness improvements.	●		
Amend the Urban Planning Area Agreement (UPAA)	Coordinate with Washington County to strengthen annexation planning, development review coordination, and long-term implementation authority within the BCPA.	●		
Coordinate with Washington County on Annexation Planning	Coordinate on development review, transition planning, and implementation for properties remaining under County jurisdiction prior to annexation.	●	●	
Evaluate Zoning and Development Code Updates	Update to zoning and development standards related to industrial uses, contractor establishments, Craft Industrial development, and long-term flexibility within the BCPA.	●		
Evaluate Additional Standards or Allowances for the Craft Industrial Area	Consider additional development standards and use allowances supporting live-work, incubator, and small-scale industrial uses compatible with surrounding residential areas.	●		
Evaluate West Railroad Zoning Flexibility	Consider zoning and development standards that maintain flexibility for industrial and employment uses while addressing environmental and access constraints.	●		
Continue Property Owner and Stakeholder Coordination	Engage property owners, utility providers, regional agencies, and railroad partners regarding development opportunities, infrastructure needs, and redevelopment barriers.	●	●	●
Support Contractor Establishment Relocation or Compliance	Explore relocation assistance, redevelopment coordination, or compliance strategies for contractor establishments over time.	●	●	●
Coordinate with BPA Regarding Power Easement Opportunities	Coordinate with the Bonneville Power Administration (BPA) regarding potential development, access, trail, stormwater, utility, or multimodal circulation opportunities within or adjacent to the BPA transmission easement in the West Railroad area.	●		
Coordinate with PGE on Anticipated Power Needs	Continue coordinating with Portland General Electric (PGE) regarding anticipated long-term power demand, transmission capacity, substation needs, and utility infrastructure requirements associated with future industrial and employment development within the BCPA.	●	●	●
Explore Partnerships	Coordinate with public agencies, utilities, Business Oregon, GPI, and other regional partners to support infrastructure and economic development goals.	●	●	●
Coordinate with Utilities and Service Providers	Continue coordination regarding long-term water, sewer, stormwater, and power needs associated with industrial and employment growth.	●	●	●
Coordinate with Regional and Railroad Partners	Continue coordination regarding freight mobility, regional transportation planning, and long-term opportunities such as a future Cahalin Road railroad crossing.	●	●	●
Evaluate Transportation Access Opportunities	Continue evaluating long-term access opportunities related to Grahams Ferry Road, Tonquin Road, and the West Railroad area.	●	●	
Continue Environmental and Infrastructure Analysis	Continue evaluating and understanding environmental constraints, utility alignments, stormwater strategies, and infrastructure feasibility throughout the Planning Area.	●	●	
Coordinate Future Transit Service	Coordinate with SMART regarding future transit routes, stops, and employment-serving connections within the BCPA.	●	●	●
Coordinate Future TSP and Regional Transportation Planning	Coordinate with Metro, Washington County, and neighboring jurisdictions regarding future transportation improvements affecting the BCPA. This includes potentially adding Metro RTP projects #11924 and #11469.	●	●	
Evaluate Enhanced Day Road Crossing	Consider enhanced bicycle and pedestrian crossing improvements connecting the Basalt Creek Canyon Ridge Trail and future Coffee Creek facilities.	●	●	
Support Ice Age Tonquin Trail Connectivity	Continue evaluating opportunities to improve multimodal access and connections supporting the future Ice Age Tonquin Trail.	●	●	●
Promote Economic Development, Site Readiness, and Branding	Continue marketing the BCPA as a long-term industrial and employment opportunity area while coordinating with regional economic development partners.	●	●	●
Extend Wayfinding and Signage Planning to the BCPA	Extend future wayfinding, gateway, and signage planning efforts to include the BCPA and West Railroad areas.	●		
Explore and Establish Funding Mechanisms	Continue evaluating funding tools and financing strategies supporting transportation, utility, stormwater, and redevelopment improvements.	●	●	●
Monitor Market Trends and Adjust Policies Over Time	Continue monitoring economic and industry trends and adjust zoning, policies, incentives, or infrastructure strategies as needed.	●	●	●

Action Step	Description	Timeframe		
		Near-Term 0-5 yrs	Mid-Term 6-10 yrs	Long-Term 11+ yrs
Evaluate Urban Renewal and Tax Increment Financing	Explore tax increment financing and Urban Renewal strategies supporting infrastructure and redevelopment investments.	●	●	●
Explore Local Improvement Districts (LIDs) and Cost Sharing	Explore reimbursement districts, cost-sharing agreements, and public-private partnerships to distribute infrastructure costs.		●	●
Pursue Regional Infrastructure Partnerships	Coordinate with regional agencies and organizations regarding infrastructure funding and implementation support.	●	●	
Explore and Leverage State and Federal Funding	Pursue grants, loans, and infrastructure funding opportunities supporting industrial land readiness and redevelopment.	●	●	●
Prioritize Early Infrastructure Investments	Focus early infrastructure planning and investment efforts on strategic opportunity sites that are cost-effective to serve and likely to redevelop.	●	●	
Invest in Transportation Access and Freight Mobility	Prioritize improvements supporting regional access, freight circulation, and multimodal connectivity.		●	●
Expand Site Readiness and Development Incentive Programs	Continue evaluating opportunities to expand or refine programs such as WIN and RSIS to support redevelopment and industrial land readiness.	●	●	●
Explore Development Incentives	Consider SDC adjustments, relocation assistance, infrastructure participation agreements, and other targeted incentives supporting redevelopment.	●	●	
Pursue Site Acquisition and Aggregation	Explore land assembly, redevelopment partnerships, purchase options, and acquisition strategies supporting larger development-ready industrial sites.		●	●
Complete Phased Infrastructure Build-Out	Continue phased transportation, utility, and stormwater infrastructure improvements supporting long-term redevelopment and full site utilization.			●
Implement Major Regional Transportation and Freight Improvements	Advance major regional transportation and freight mobility improvements as funding and partnerships allow.			●
Reassess Infrastructure Priorities and Implementation Strategies	Reevaluate infrastructure priorities, development strategies, and implementation approaches as redevelopment occurs over time.			●
Evaluate Wildlife Corridor and Habitat Impacts	Conduct additional analysis of wildlife movement corridors, habitat connectivity, and ecological impacts associated with future development and infrastructure improvements within West Railroad and the broader BCPA. Use findings to help inform refined alignments, site design, mitigation strategies, habitat restoration opportunities, and long-term resource planning efforts.	●	●	
Update the Significant Resource Overlay Zone (SROZ)	Update SROZ maps and Development Code provisions using the PHS 2024 Natural Resources Inventory.	●		

Moving Forward

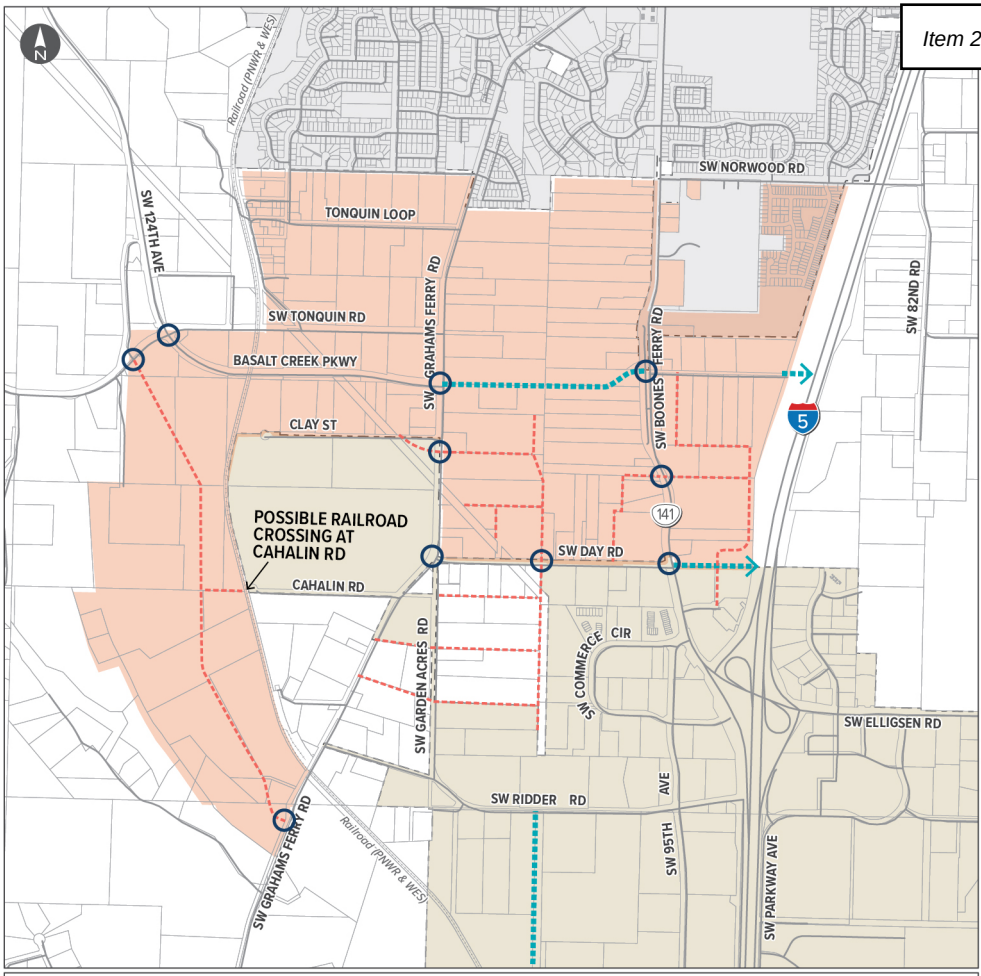
The Basalt Creek Master Plan establishes a long-term framework for future industrial and employment development within one of Wilsonville's last major growth areas inside the Urban Growth Boundary. The Master Plan builds upon the vision established in the Basalt Creek Concept Plan while responding to changing economic conditions, updated infrastructure analysis, environmental considerations, and evolving development opportunities.

Implementation of the BCMP will require ongoing coordination among the city, property owners, utility providers, regional agencies, and private development partners over many years. While portions of the Planning Area are positioned for earlier redevelopment and infrastructure investment, other areas, particularly West Railroad, will require additional coordination, funding, environmental review, and infrastructure improvements before redevelopment can occur at an urban scale.

As development occurs over time, Wilsonville will continue refining infrastructure planning, zoning, transportation improvements, environmental protection strategies, and economic development tools needed to support implementation of the BCMP. Future development proposals, public investments, and infrastructure decisions should continue to balance economic opportunity, freight mobility, natural resource protection, multimodal connectivity, and long-term employment growth objectives.

Ultimately, the BCMP positions the BCPA as a long-term employment and industrial opportunity area capable of supporting Wilsonville's economic competitiveness, expanding the city's industrial land supply, and creating opportunities for family-wage jobs in industries that contribute to the region's economic vitality. Through continued coordination and investment over time, the BCPA can become a place where businesses thrive, workers have access to quality employment opportunities, and future generations benefit from a strong local economy.

Basalt Creek Master Plan


N
Railroad (PNWR & WES)
SW 124TH AVE
TONQUIN LOOP
SW NORWOOD RD
SW 82ND RD
SW TONQUIN RD
SW GRAHAMS FERRY RD
SW BOONES FERRY RD
BASALT CREEK PKWY
CLAY ST
5
141
POSSIBLE RAILROAD CROSSING AT CAHALIN RD
CAHALIN RD
SW DAY RD
SW COMMERCE CIR
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW RIDDER RD
SW 95TH AVE
SW PARKWAY AVE
SW GRAHAMS FERRY RD
Railroad (PNWR & WES)
BASALT CREEK PLANNING AREA
PROPOSED ARTERIAL
PROPOSED LOCAL STREET
TAX LOTS
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.

DKS
117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

TECHNICAL MEMORANDUM

DATE: May 20, 2026

TO: Chris Myers | City of Wilsonville
Amy Maag | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates
Hallie Turk, EI, RSP$_1$ | DKS Associates

SUBJECT: Wilsonville Basalt Creek Master Plan - Transportation Analysis

Project #26367-000

INTRODUCTION

The Basalt Creek Planning Area (BCPA) is located between the southern edge of Tualatin and the northern boundary of Wilsonville. See Figure 1.

Within the BCPA, the West Railroad Area is the westernmost portion that extends south of Tonquin Road to Grahams Ferry Road, as shown in Figure 1. It is bound to the east by the railroad, owned by Oregon Department of Transportation and operated by Portland & Western railroad, and bound to the west by Coffee Lake Creek.

Currently, the City of Wilsonville is preparing a Master Plan for the BCPA. This Master Plan will be one of many studies and plans prepared for the BCPA (see *Background* section for summary of previous planning efforts). The purpose of this memorandum is to provide a summary of the previous transportation planning efforts, identify any new transportation improvements needed to support the development of the BCPA and West Railroad area, and to provide a conceptual local street layout within the City of Wilsonville portion of the BCPA.

Figure 1 Basalt Creek Planning Area and jurisdictional boundaries.

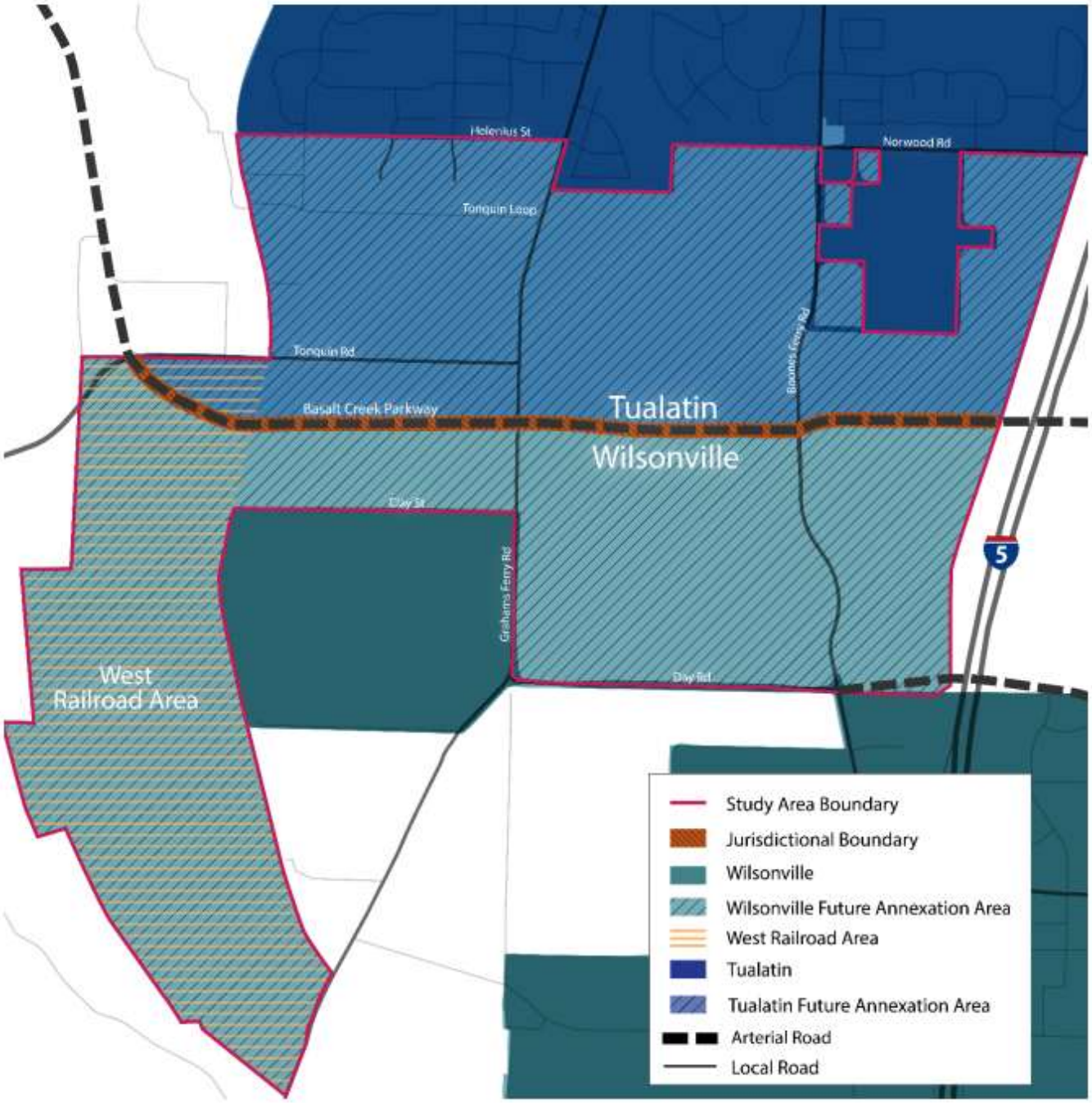


FIGURE 1: BCPA DESIGNATIONS, INCLUDING WEST RAILROAD AREA

Source: 2018 Basalt Creek Concept Plan

BACKGROUND

Previous planning and construction efforts relevant to the Basalt Creek area are summarized below.

- **2013 Basalt Creek Transportation Refinement Plan (TRP):** The TRP identified major new roads and improvements to support regional and local needs through 2035. The plan provided 18 transportation investments broken into short, medium, and long-term projects, all of which are important to ensure that the transportation network functions at acceptable levels over time. The transportation analysis was coordinated with the 2014 Metro Regional Transportation Plan (RTP).
- **2018 Concept Plan:** 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. The 2018 Concept Plan transportation analysis assumed multiple future transportation projects would be in place by 2035, as identified in the 2014 Metro RTP.
- **2019 Wilsonville TSP Amendment:** The City's Transportation System Plan (TSP) was amended in 2019 to add key transportation projects identified in the Basalt Creek Concept Plan to the city's project list. Some projects were new to the TSP; others were already identified in the TSP. See the table in the Appendix for a detailed description of the TSP amendments related to Basalt Creek Planning Area.
- **Ice Age Tonquin Trail:** The Ice Age Tonquin Trail is a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.
- **Recent Transportation Improvements & Developments:** Since the adoption of the 2018 concept plan, several new transportation improvements and developments have been constructed within the BCPA, including:
  - **Basalt Creek Parkway/124th Avenue new roadway extension (opened 2019)**
  - **Autumn Sunrise Subdivision in Tualatin** consists of 400 single-family homes to be constructed in four phases.
  - **Plambeck Gardens Apartments in Tualatin** consist of 116 apartment units within two, four-story buildings.
  - **Brown Contracting Expansion in Washington County**; located at 9675 SW Day Road and includes the addition of covered, open-air storage building and a gravel storage expansion.

WEST RAILROAD TRANSPORTATION ANALYSIS

At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to large amount of geographical constraints (varied terrain with wetlands habitat and steep slopes), limited access, and the anticipated cost and complexity of serving the area with utilities.

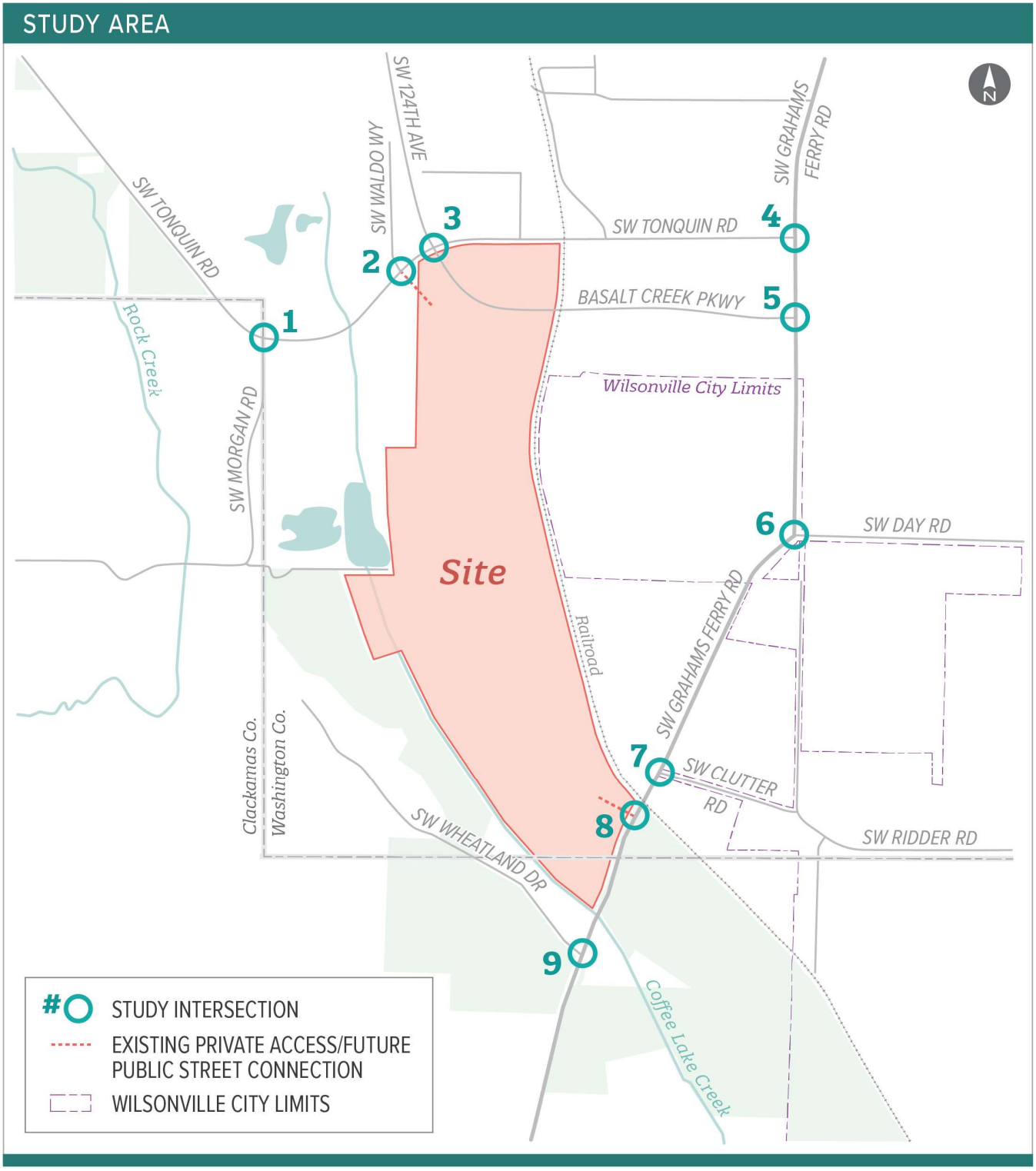
Therefore, the following section provides a transportation analysis of the impacts of full development of the West Railroad area on the surrounding street network.

EXISTING CONDITIONS

The study intersections are listed in Table 1 and shown in Figure 2.

TABLE 1: STUDY INTERSECTIONS

#	INTERSECTION	JURISDICTION	TRAFFIC CONTROL
1	SW Morgan Road/SW Tonquin Road	Washington County	Two-Way Stop Control
2	SW Tonquin Road/SW Waldo Way/ North Site Access (Future)	Washington County	Two-Way Stop Control
3	Basalt Creek Parkway/SW 124th Avenue/ SW Tonquin Road	Washington County	Signal
4	SW Grahams Ferry Road/SW Tonquin Road	Washington County	Two-Way Stop Control
5	SW Grahams Ferry Road/ Basalt Creek Parkway	Washington County	Signal
6	SW Grahams Ferry Road/SW Day Road	City of Wilsonville	Signal
7	SW Grahams Ferry Road/SW Clutter Road	City of Wilsonville	All-Way Stop Control
8	SW Grahams Ferry Road/ South Site Access (Future)	Washington County	Two-Way Stop Control
9	SW Grahams Ferry Road/ SW Wheatland Drive	Clackamas County	Two-Way Stop Control



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 2: STUDY AREA

PEDESTRIAN AND BICYCLE FACILITIES

Along Grahams Ferry Road, bike lanes are present on both sides of the road from Basalt Creek Parkway to Day Road. From Day Road to Cahalin Road, there are no bike lanes. Sidewalks are present only on the west side of the road between Clay Road to Cahalin Road. From Cahalin Road to about 600 ft south of Cahalin Road, sidewalks and bike lanes are present only on the east side of the road. From this point to Wheatland Drive, there are no sidewalks or bike lanes.

Along Tonquin Road from Morgan Road to Basalt Creek Parkway, there are no sidewalks or bike lanes. West of Basalt Creek Parkway, sidewalks are intermittent until Grahams Ferry Road.

Along Basalt Creek Parkway from Tonquin Road to Grahams Ferry Road, there are no bike lanes, but the shoulders are over 5 feet wide. Sidewalks are intermittent, present only along the bridge over the Portland & Western-owned rail line and at the Grahams Ferry Road intersection.

Ice Age Tonquin Trail

Figure 3 shows the proposed alignment of the Ice Age Tonquin Trail, a planned regional pedestrian and bicycle trail system connecting Sherwood, Tualatin, and Wilsonville through the Basalt Creek planning area. Through the West Railroad area, the trail is proposed to be a paved shared-use path that loosely follows the alignment of Coffee Lake Creek and connects to Tonquin Road via Morgan Road.

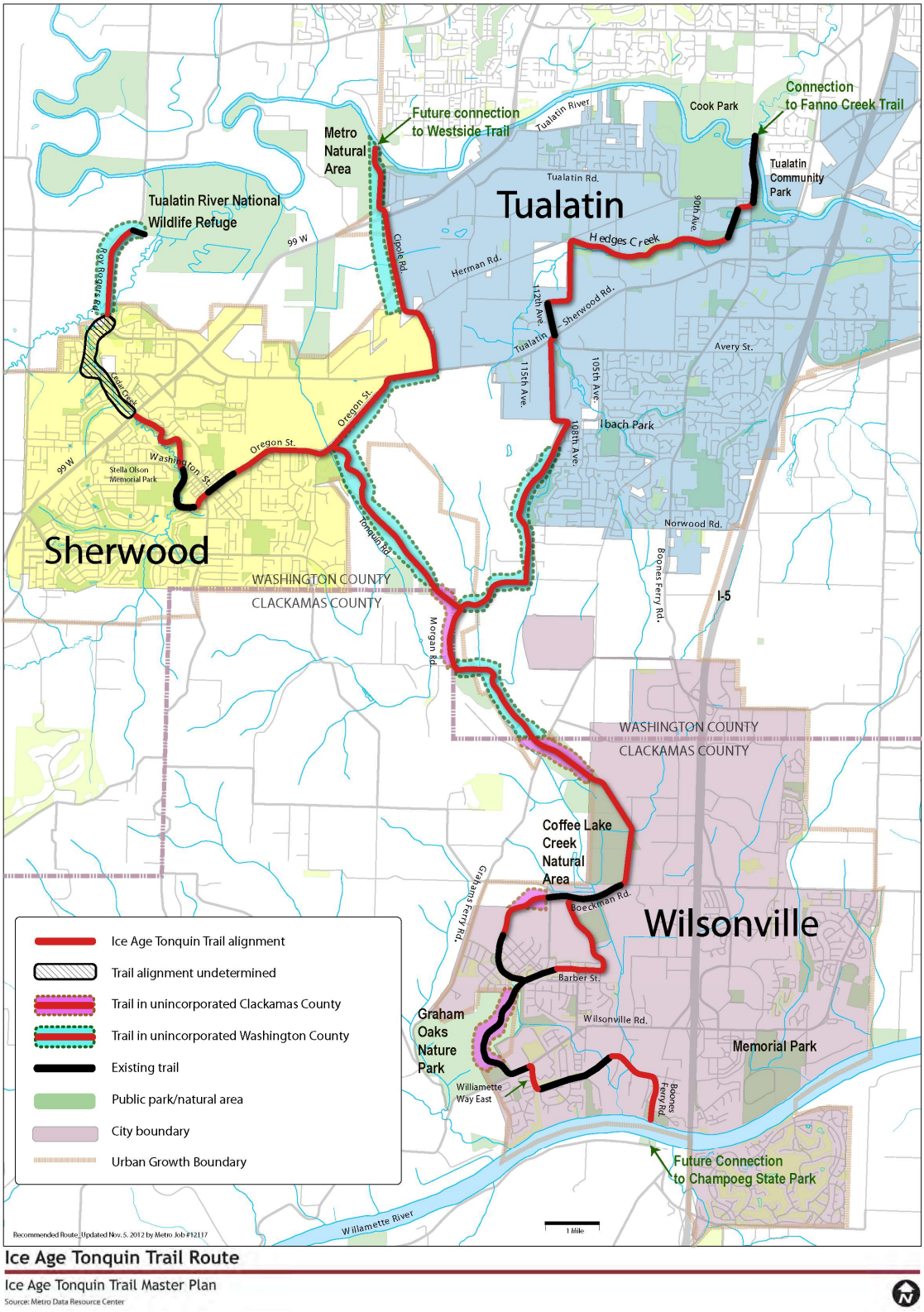
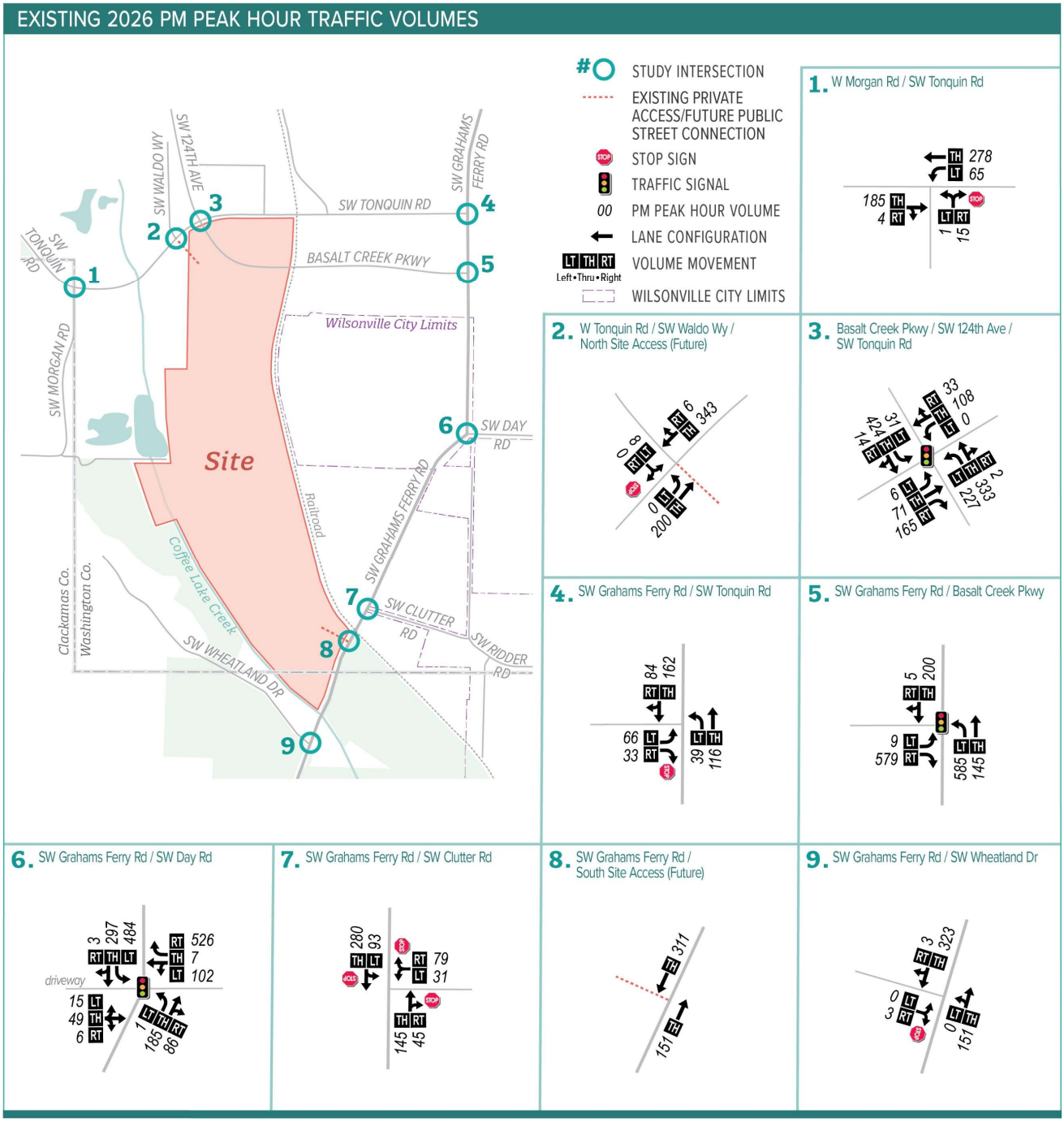


FIGURE 3: ICE AGE TONQUIN TRAIL ROUTE

Source: Ice Age Tonquin Trail Master Plan

EXISTING TRAFFIC VOLUMES

New intersection turning movement count data was collected during the weekday PM peak period (4:00pm – 6:00pm) at the study intersections in February 2026. Figure 4 shows the existing traffic volumes.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 4: EXISTING 2026 STUDY INTERSECTION VOLUMES

INTERSECTION PERFORMANCE MEASURES

Agency operating standards often require intersections to meet level of service (LOS) or volume-to-capacity (v/c) intersection operation thresholds.

- The intersection LOS is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

City of Wilsonville: The City of Wilsonville requires study intersections on public streets to meet its minimum acceptable level of service (LOS) standard of LOS D for the PM peak period.

Washington County: Washington County's performance standards are outlined in the Washington County Transportation System Plan (TSP).[1] County intersections within an Urban Growth Boundary, but outside city limits, are considered to be within "Other Urban Areas." Therefore, the intersection mobility standard is a v/c ratio of 0.99 and LOS E.

Clackamas County: Clackamas County's performance standards are outlined in the Clackamas County Comprehensive Plan.[2] For county rural road unsignalized intersections, the intersection mobility standard is LOS E.

EXISTING INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for the existing conditions using Highway Capacity Manual (HCM) 7th Edition methodology.[3] The volume to capacity (v/c) ratio, delay, and level of service (LOS) of each study intersection are listed in Table 2.

[1] Table 4, Washington County Transportation System Plan. Effective November 18, 2024.

[2] Table 5-2b, Clackamas County Comprehensive Plan. Last updated March 2014.

[3] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

TABLE 2: EXISTING 2026 INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.20/0.03	7.9/10.0	A/B
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.45	17.5	B
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.08/0.14	7.9/12.7	A/B
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.60	14.2	B
GRAHAMS FERRY ROAD/ DAY ROAD	Wilsonville	Signal	LOS D	**0.98**	**77.0**	**E**
GRAHAMS FERRY ROAD/ CLUTTER ROAD	Wilsonville	AWSC	LOS D	0.54	13.1	B
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.10/0.01	0.0/10.3	A/B

Notes:
1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control
2. **Bold/Highlighted** = Does not meet mobility standards

As shown, all study intersections meet mobility standards under existing conditions, except for Grahams Ferry Road/Day Road. Today, this intersection experiences high vehicle volumes on the southbound approach during the PM peak hour and funnels traffic from Tualatin and other neighboring cities towards the I-5 interchange. The City has identified two high-priority improvement projects in their TSP at this intersection that include the realignment of the intersection and a new traffic signal or roundabout as well as the widening of Day Road to 5 lanes.[4]

[4] Wilsonville TSP Projects RW-02 and UU-08.

FUTURE CONDITIONS

To represent full buildout conditions, a background growth rate and trip generation estimates for full buildout conditions were applied to existing volumes. This methodology was used rather than future volume forecasting because the travel demand models assumed minimal growth in this area, which is no longer an accurate assumption.

TRAFFIC GROWTH ASSUMPTIONS

Existing traffic volumes were forecasted to the future year 2046 by applying a linear growth rate of 3.0% per year to the existing year traffic counts. This growth rate was derived from Washington County travel demand models. **The Washington County travel demand models are up to date and consistent with the 2023 METRO Regional Transportation Plan.**

The following transportation projects in the Wilsonville TSP within the West Railroad study area were assumed to be constructed by 2046:

- **Basalt Creek Parkway Extension: TSP Project RE-14**
  This project will extend Basalt Creek Parkway from Grahams Ferry Road to Boones Ferry Road. This will create a new east-west connection parallel to Day Road. The study's future traffic volumes were adjusted to reflect the expected changes in traffic patterns resulting from this project's construction.
- **Grahams Ferry Road/Day Road/Garden Acres Road Reconstruction: TSP Project UU-08**
  This intersection will be upgraded to either signal or roundabout control. Additionally, it will be completely reconstructed to incorporate the following changes:
  a) include an upgraded Garden Acres Road as the intersection's south leg;
  b) construct a new west leg that will be the continuation of Grahams Ferry Road; and
  c) remove the Coffee Creek Correctional Facility entrance from the intersection and construct a new entrance along the new west leg extension of Grahams Ferry Road.
    - It should be noted that the reconstruction of this intersection and traffic control change will address the existing operational deficiency shown in Table 1. This traffic study assumes signal control at this location.
- **Grahams Ferry Road/Clutter Road Closure and Java Road Traffic Signal: TSP Project RE-13**
  Once the Java Road extension is constructed and signalized at the intersection with Grahams Ferry Road, close Clutter Road at its approach to Grahams Ferry Road. Therefore, the Clutter Road intersection will not exist in the year 2046.
- **Day Road Widening: TSP Project RW-02**
  Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in each direction with bike lanes and sidewalks.

LAND USE ASSUMPTIONS

The West Railroad planning area is assumed to have four separate areas of development, as shown in the figure below. The numbering of the areas is not indicative of the expected order of development for the planning area.

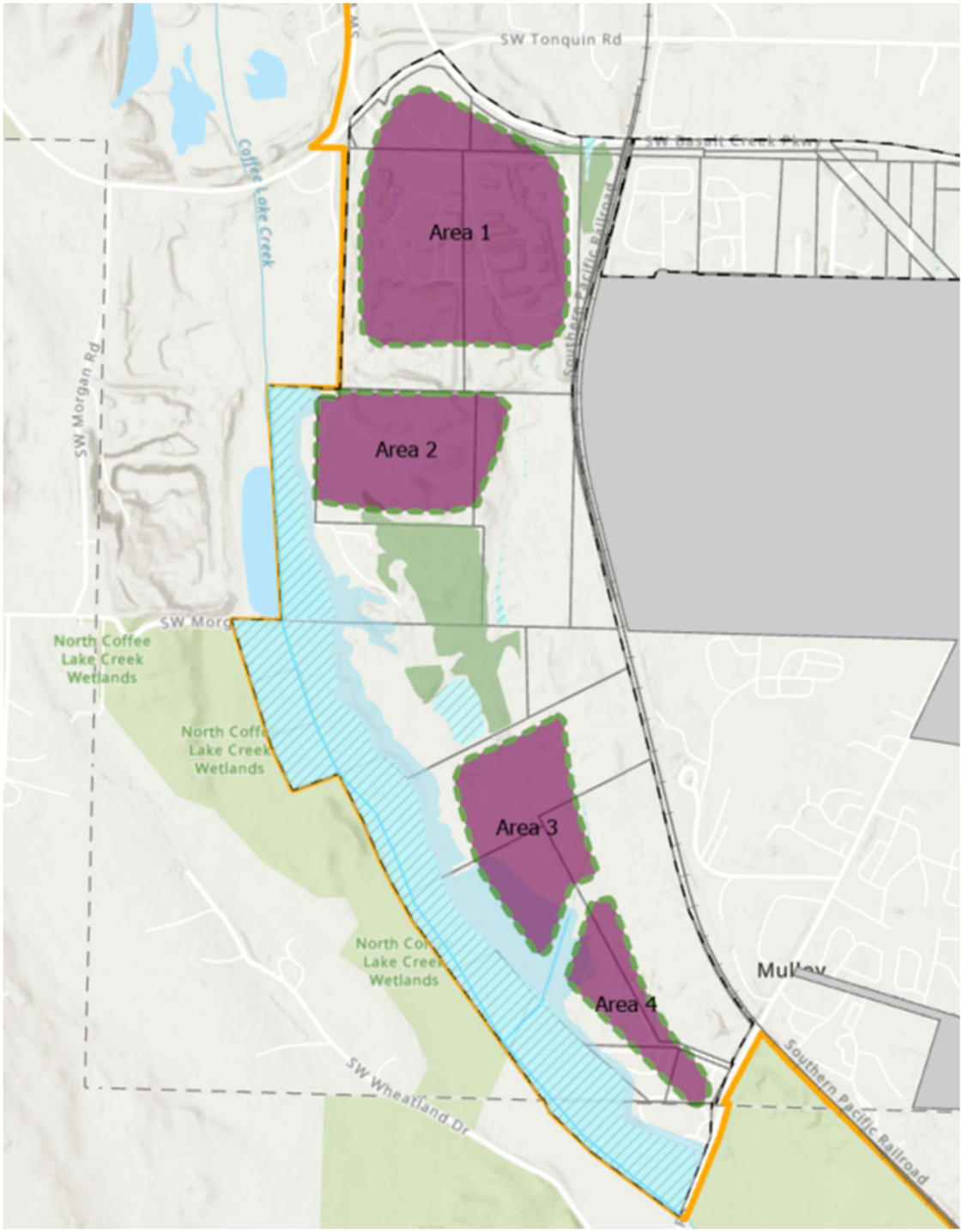


FIGURE 5: BREAKDOWN OF FUTURE EMPLOYMENT AREAS

For each of the four planning areas, trip generation was estimated for the reasonable worst-case development scenario, then added on top of the future background volumes established in the previous section. For this study, the Institute of Transportation Engineers (ITE) 12th Edition average trip generation data was used, which is based on national land use data.[5] This methodology was used in lieu of future volume forecasting because the travel demand models assumed minimal growth in this area, which does not reflect the study's assumptions.

The reasonable worst-case development scenario is based on the following assumptions:

- 35% of the overall site acreage is assumed for building footprint. The remaining 65% of the site acreage is assumed to accommodate streets, landscaping, off-street parking, and on-site circulation.
- The majority of the development is categorized as industrial, with a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail. It is intended to be a highly diverse mix of facilities that will generate mostly employment trips and a high percentage of heavy vehicle trips. This traffic study uses ITE Land Use Code (LUC) 130: Industrial Park to represent this land use.
- One restaurant/brewery about 6,000 square feet in size within Area 1. This traffic study uses ITE LUC 971: Brewery Taproom to represent this land use.

The table below shows the trip generation estimate used to represent the full buildout of the West Railroad area.

TABLE 3: FUTURE BUILDOUT TRIP GENERATION ESTIMATE

AREA	LAND USE	SIZE [A]	PM PEAK HOUR TRIPS
AREA 1	Industrial Park	562 KSF	129 (36 in, 93 out)
	Restaurant/Brewery	6 KSF	59 (41 in, 18 out)
AREA 2	Industrial Park	265 KSF	61 (17 in, 44 out)
AREA 3	Industrial Park	278 KSF	64 (18 in, 46 out)
AREA 4	Industrial Park	151 KSF	35 (10 in, 25 out)
FUTURE DEVELOPMENT TOTAL			**348 (122 in, 226 out)**

[A] KSF = Thousand Square Feet

[5] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, 2025.

PUBLIC STREET CONNECTIONS

Public industrial local streets were assumed to be constructed through the planning area to support connectivity and access to the future development area. Due to the railroad and environmental constraints, the planning area was assumed to be accessed via two locations: Tonquin Road at the north end of the study area and Grahams Ferry Road at the south end of the study area.

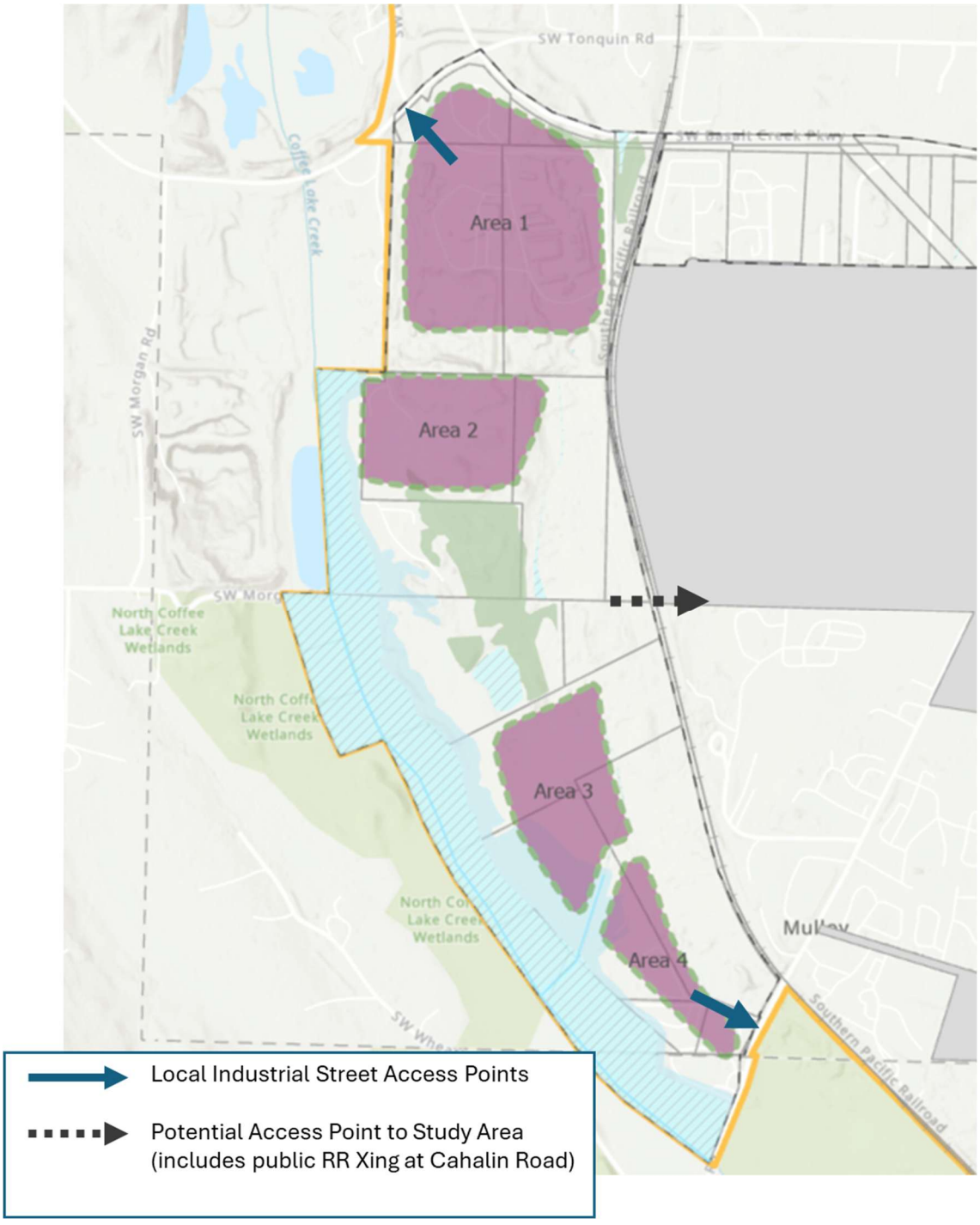


FIGURE 6: PLANNING AREA ACCESS POINTS

The City of Wilsonville is currently in conversation with Porland & Western Railroad (PNWR)[6] regarding the potential conversion of the existing private rail crossing at Cahalin Road to a public rail crossing. PNWR has stated that they would support industrial park development in the area and would be open to converting the crossing at Cahalin Road to a public crossing. The conversion would require that additional protection be added (i.e., gates, lights) at the existing private crossing as well as additional upgrades, yet to be determined, in lieu of the closure of an existing crossing.

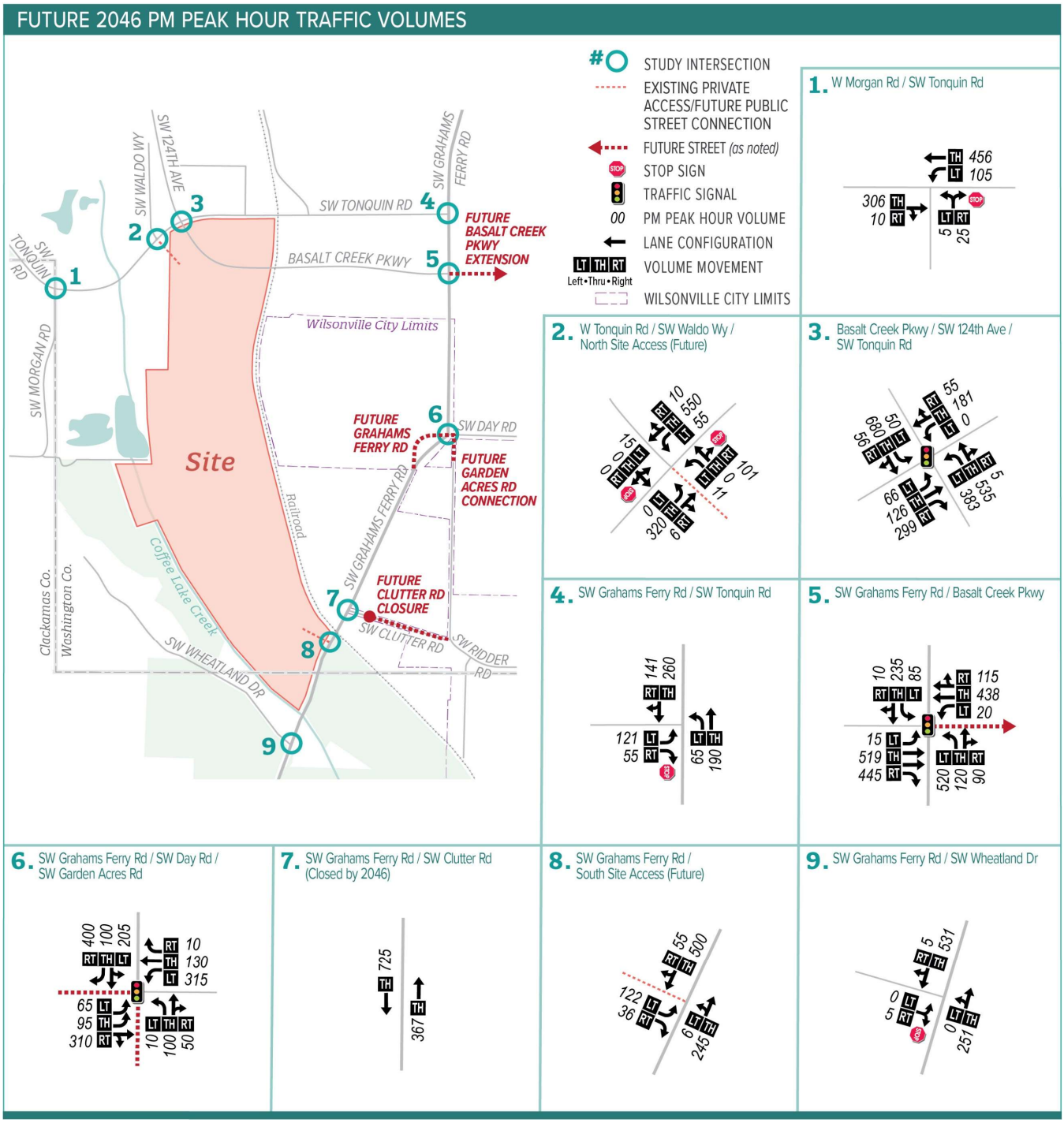
For the purposes of this traffic study, the analysis assumes that there is no public railroad crossing at Cahalin Road. However, a third public street connection to the planning area across the railroad would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR.

> *Note: Access from the planning area to Morgan Road was briefly considered by the project team. However, this connection was ultimately found to be noncrucial to provide adequate connectivity to the planning area. Additionally, a connection to this road would have required significant street improvements to Morgan Road, which is located in a rural reserve area of Clackamas County.*

FUTURE TRAFFIC VOLUMES

Figure 5 shows the future 2046 peak hour traffic volumes for the study intersections. These volumes incorporate background growth and the estimated trip generation for the worst-case future development scenario. Additionally, the study area map shows the changes to the roadway network that are expected to be completed by 2046. Lane configurations and signal timing at future intersections (including Grahams Ferry Road/Basalt Creek Parkway and Grahams Ferry Road/Day Road/Garden Acres) were assumed to be optimized for intersection operations.

[6] PNWR is a subsidiary of Genesee & Wyoming Railroad.



Note: The portion of the study area north of Basalt Creek Parkway would be under City of Tualatin jurisdiction in the future at buildout.

FIGURE 7: FUTURE 2046 STUDY INTERSECTION VOLUMES

FUTURE INTERSECTION OPERATIONS

Intersection operations were analyzed for the PM peak hour at all study intersections for future 2046 conditions using Highway Capacity Manual (HCM) 7th Edition methodology. Operations at each study intersection are shown in Table 4.

TABLE 4: FUTURE (2046) STUDY INTERSECTION OPERATIONS

INTERSECTION	JURISDICTION	TRAFFIC CONTROL[1]	MOBILITY TARGET	PM PEAK HOUR [2]		
				V/C RATIO	DELAY (SEC)	LOS
MORGAN ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.32/0.08	8.4/13.6	A/B
NORTH SITE ACCESS/ WALDO WAY/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.37/0.11	8.2/32.3	A/D
BASALT CREEK PARKWAY/ 124TH AVENUE/ TONQUIN ROAD	Washington County	Signal	v/c ≤ 0.99, LOS E	0.79	64.0	E
GRAHAMS FERRY ROAD/ TONQUIN ROAD	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.13/0.38	8.5/21.1	A/C
GRAHAMS FERRY ROAD/ BASALT CREEK PARKWAY	Washington County	Signal	v/c ≤ 0.99, LOS E	0.58	18.8	B
GRAHAMS FERRY ROAD/ DAY ROAD/ GARDEN ACRES ROAD	City of Wilsonville	Signal	LOS D	0.83	23.8	C
GRAHAMS FERRY ROAD/ CLUTTER ROAD	City of Wilsonville	*This intersection is assumed to be closed by the year 2046*				
GRAHAMS FERRY ROAD/ SOUTH SITE ACCESS	Washington County	TWSC	v/c ≤ 0.99, LOS E	0.17/0.43	8.8/25.0	A/C
GRAHAMS FERRY ROAD/ WHEATLAND DRIVE	Clackamas County	TWSC	LOS E	0.16/0.01	0.0/12.1	A/B

Notes:

1. TWSC = Two-Way Stop Control
   AWSC = All-Way Stop Control

As shown, all study intersections meet mobility standards under future conditions. No additional improvements beyond what is assumed in the City's Transportation System Plan or the 2023 METRO RTP are necessary to support development of the planning area.

MULTIMODAL TRANSPORTATION RECOMMENDATIONS

MOTOR VEHICLE RECOMMENDATIONS

Based on the West Railroad Transportation Analysis in this report, no additional motor vehicle improvement projects beyond the High-Priority projects in the City of Wilsonville TSP or the METRO RTP are necessary to support the full buildout of the West Railroad area.

Based on a review of the 2023 Metro RTP, there are currently two projects within the City of Wilsonville Urban Growth Boundary (current or planned) and within the BCPA that were included in the 2023 Metro RTP that are *not* included in the current Wilsonville TSP.[7] The City should discuss these projects internally and with partner agencies for inclusion in the City of Wilsonville next TSP update as Additional Projects (not High-Priority projects) as both of these projects are long-range (2045) and are unconstrained (no identified funded) projects in the RTP.

- **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.
  The City of Wilsonville TSP currently lists a project on Grahams Ferry Road for a three-lane roadway improvement; there is no five-lane widening project identified. Therefore, the City of Wilsonville should discuss this project internally and with Washington County and City of Tualatin to determine whether a three-lane or five-lane cross section is preferred on Grahams Ferry Road within the BCPA.
- **METRO RTP Project #11469,** 124th Ave Improvements. Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks. Long-Term 2045 Strategic Project List.

PEDESTRIAN, BICYCLE, TRANSIT TSP RECOMMENDATIONS

The following list of non-motor vehicle 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.

[7] Link to map of METRO RTP Projects.

- Alignment of the Tonquin Ice Age Trail through the West Railroad planning area consistent with the Ice Age Tonquin Trail Master Plan. The trail/pathway through the West Railroad area would serve both regional and local pedestrian and bicycle traffic.
- Provide interim connections at Tonquin Road and Grahams Ferry Road between the Ice Age Tonquin Trail and existing on-street sidewalks and on-street bike lanes adjacent to the West Railroad area. These crossing improvements could include new marked and/or enhanced crosswalks and should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

LOCAL STREET CONCEPTUAL LAYOUT

DKS identified reasonable connection points and alignments for the future local streets in the Wilsonville portion of the BCPA. See Figure 8 for the local street concept map.

Within the West Railroad area, local street connections to Tonquin Road and to Grahams Ferry Road will be necessary to provide adequate access for the planning area under full development. The public railroad crossing at Cahalin Road was not included in this analysis and was found to be noncritical to providing adequate traffic circulation/access to the planning area. However, a third public street connection across the railroad would be desirable as it would further improve vehicle operations at the two assumed access points and provide improved general traffic circulation through the planning area and should continue to be explored as a possibility with PNWR. Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

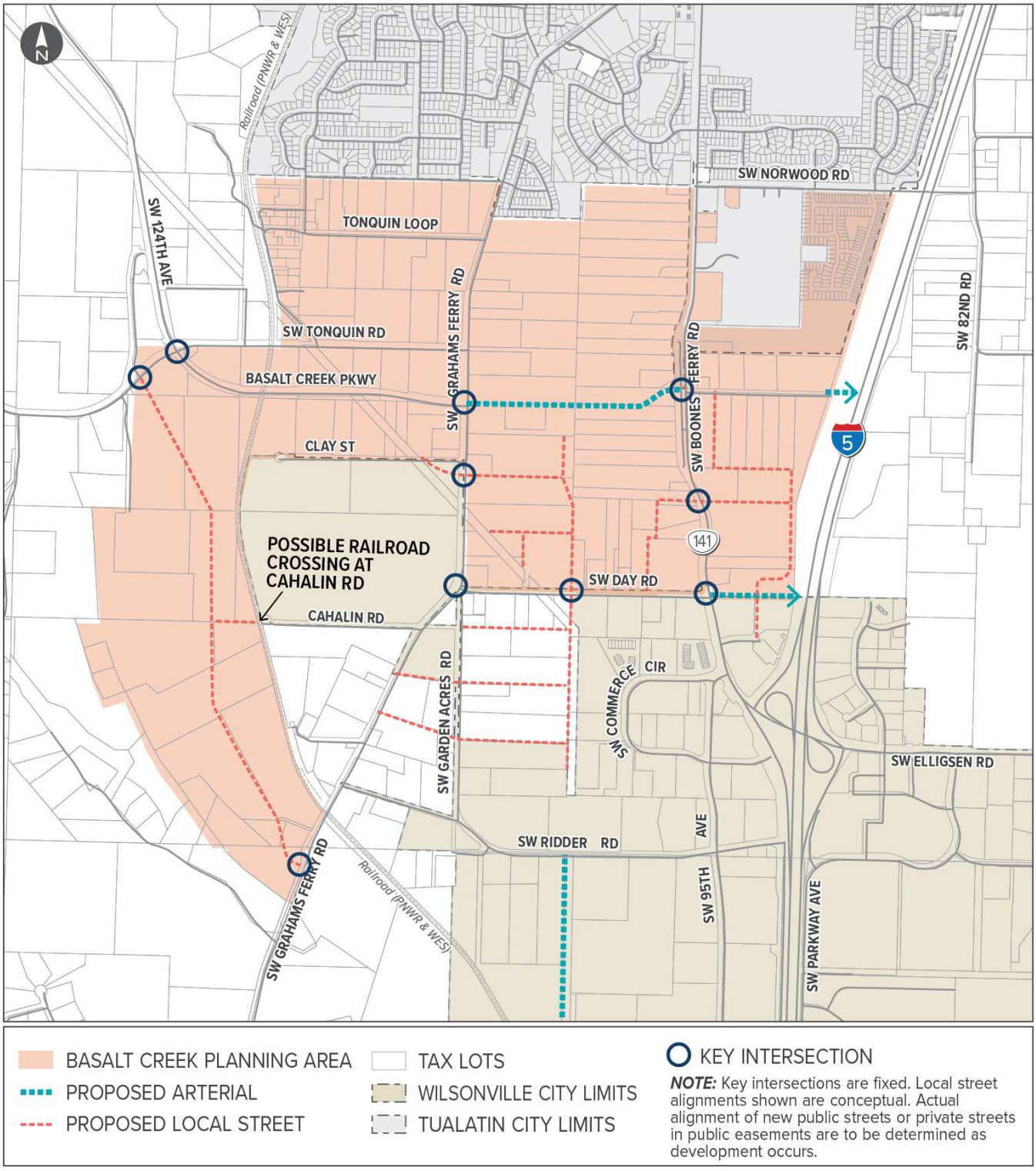


FIGURE 8: BCPA WILSONVILLE LOCAL STREET CONCEPT MAP

SUMMARY OF FINDINGS

The following summarizes the findings of this report for the Basalt Creek Planning Area in Wilsonville, Oregon.

Background

- Transportation planning efforts for the Basalt Creek Planning Area began as early as 2013 with the Transportation Refinement Plan (TRP). Recent planning efforts include the 2018 Basalt Creek Concept Plan and a 2019 amendment to the City of Wilsonville TSP.
- In 2019, the 124th Avenue extension was constructed and open for travel.
- The City of Wilsonville is currently preparing a Master Plan for the Basalt Creek Planning Area.

West Railroad Transportation Analysis

- At the time of the 2018 BCPA Concept Plan, the West Railroad area was excluded from development assumptions due to significant geographical constraints (varied terrain with wetlands habitat and steep slopes) and limited access.
- Full development of the West Railroad planning area results in an assumed 1,262,000 square feet of industrial uses, including a mix of manufacturing, warehouse, craft industries, office facilities, and some supporting retail.
- Under future 2046 traffic conditions (full development), all study intersections meet applicable agency mobility standards.
- Future 2046 conditions include future transportation projects consistent with the 2023 METRO Regional Transportation Plan as well as transportation projects in the Wilsonville TSP High-Priority project list within the West Railroad.
- No additional improvements beyond what is assumed in the METRO RTP and the City's Transportation System Plan are necessary to support the full development of the West Railroad planning area.

Multimodal Transportation Recommendations

- The two projects listed on Page 18 are located within the BCPA and are included in the 2023 Metro RTP and included in the future traffic conditions analysis in this report, but are not included in the current Wilsonville TSP. These should be discussed and considered for inclusion in the City's next TSP update.
- 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.

- To support the Ice Age Tonquin Trail through the West Railroad planning area, connections to existing on-street sidewalks and on-street bike lanes should be provided or improved to facilitate safe and comfortable travel for pedestrians and cyclists.

Local Street Concept

- The local street concept shown in Figure 8 shows the alignment of local and arterial streets through the Wilsonville portion of the BCPA. All alignments shown are conceptual and actual alignment will be determined at the time of development.
- Local street connections within the planning area will be provided by development; they are not within the scope or purview of projects to be completed by the City of Wilsonville and will just be needed to the extent of serving development in this area.

APPENDIX

A. 2019 Wilsonville TSP Amendment Summary (based on 2018 BCPA Concept Plan)

B. Traffic Counts

C. Existing HCM Reports

D. Trip Generation Table and Land Use Assumptions

E. Future HCM Reports

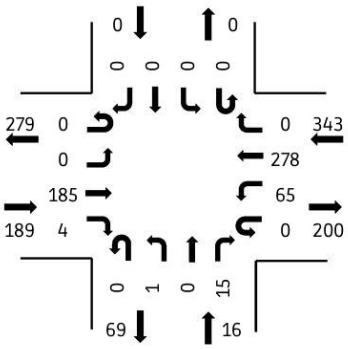
TABLE A: BASALT CREEK TSP PROJECTS - 2019 TSP AMENDMENT SUMMARY

PROJECT #	PROJECT	NOTES
RE-P6	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 #11436
RE-P5	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 #11490
RE-P15	Pioneer Court Extension (north and west to Boones Ferry Road)	New to 2019 Wilsonville TSP, added to Additional Planned Project List
RE-14	Basalt Creek Parkway 5-lane 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 #11470
RW-02	Day Road Widening to 5 lanes (Grahams Ferry Road to Boones Ferry Road)	Already on TSP Higher-Priority Project List; On the 2045 Long-Term Constrained Project List in the Metro RTP #11243
RW-04	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 2045 Long-Term Constrained Project List in the Metro RTP #11487
RW-05	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 (Tonquin to Day Road)
UU-08	Garden Acres Road Urban Upgrade & Extension	Already on TSP Higher-Priority Project List; On the 2030 Near-Term Constrained Project List in the Metro RTP #10853
SI-07	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 #11489
SI-08	Boones Ferry Road at 95th Avenue (access management strategies)	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-02	Basalt Creek Canyon Ridge Trail	New to 2019 Wilsonville TSP, added to High Priority Project List
LT-03	I-5 Easement Trail	New to 2019 Wilsonville TSP, added to High Priority Project List

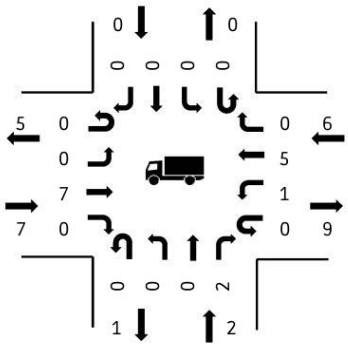
RallyTraffic

Location: SW Morgan Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.83

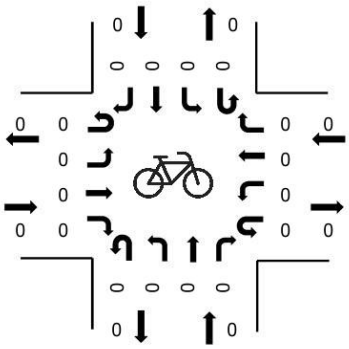
Motorized Vehicles



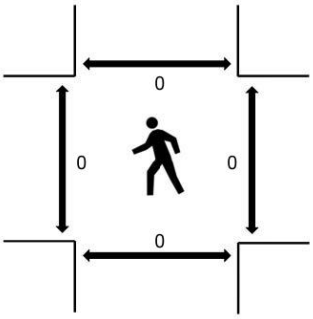
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Morgan Rd)					Southbound (SW Morgan Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	13	0	0	0	0	0	0	0	0	4	0	0	0	2	2	0	0	0

All Vehicle Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	3	0	0	0	0	0	0	0	0	23	0	0	0	3	23	0	0	0		
04:05:00 PM	0	0	2	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	166	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	4	18	0	0	0	155	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	29	0	0	0	149	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	129	
04:30:00 PM	0	0	3	0	0	0	0	0	0	0	0	13	1	0	0	6	21	0	0	0	132	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	119	
04:40:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	6	23	0	0	0	120	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	17	0	0	0	112	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	11	0	0	0	5	27	0	0	0	122	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	0	0	0	8	27	0	0	0	133	548
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	23	0	0	0	138	537
05:05:00 PM	1	0	3	0	0	0	0	0	0	0	0	20	1	0	0	4	28	0	0	0	151	541
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	6	39	0	0	0	158	540
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	7	23	0	0	0	160	542
05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	141	533
05:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	18	0	0	0	115	526
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	20	0	0	0	104	514
05:35:00 PM	1	0	2	0	0	0	0	0	0	0	0	13	2	0	0	2	30	0	0	0	116	530
05:40:00 PM	0	0	4	0	0	0	0	0	0	0	0	16	0	0	0	5	27	0	0	0	134	540
05:45:00 PM	0	0	2	0	0	0	0	0	0	0	0	8	1	0	0	6	20	0	0	0	139	541
05:50:00 PM	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	3	20	0	0	0	125	533
05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	8	0	0	0	2	18	0	0	0	104	511

Car Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	2	0	0	0	0	0	0	0	0	22	0	0	0	3	22	0	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	11	22	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	8	28	0	0	0	162	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	17	0	0	0	4	17	0	0	0	152	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	3	27	0	0	0	145	
04:25:00 PM	0	0	2	0	0	0	0	0	0	0	0	13	0	0	0	2	24	0	0	0	125	
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04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	19	0	0	0	118	
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04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	15	0	0	0	3	16	0	0	0	108	
04:50:00 PM	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	5	27	0	0	0	117	
04:55:00 PM	0	0	1	0	0	0	0	0	0	0	0	16	0	0	0	8	27	0	0	0	130	533
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05:20:00 PM	0	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	26	0	0	0	140	524
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05:55:00 PM	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	2	18	0	0	0	103	508

Truck Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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
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05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
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	9
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	8
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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	5
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	4
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	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3

Bike Volumes

Time	NB (SW Morgan Rd)					SB (SW Morgan Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

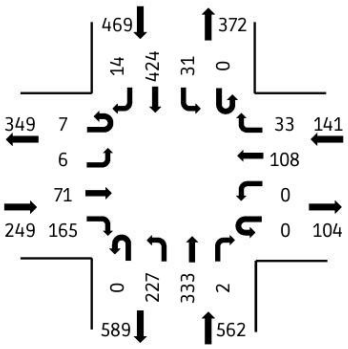
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

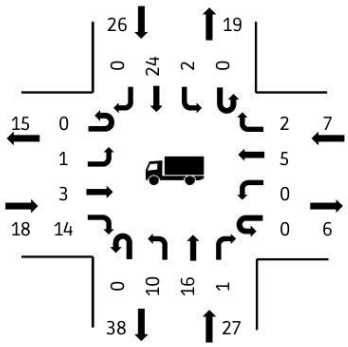
RallyTraffic

Location: Basalt Creek Parkway & SW Tonquin Rd
Date: 2026-02-19
Peak Hour Start: 04:15 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.93

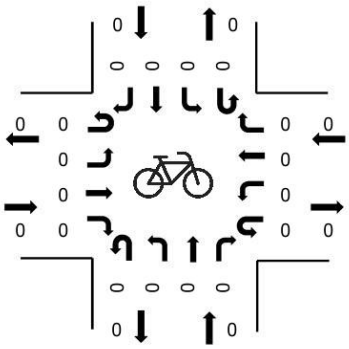
Motorized Vehicles



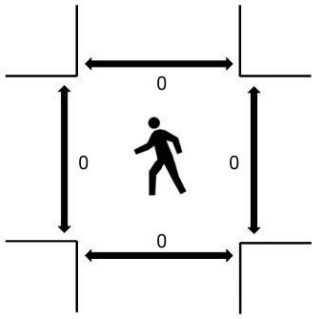
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (Basalt Creek Parkway)					Southbound (Basalt Creek Parkway)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	5	50	0	0	6	6	0	0	0	17	4	8	0	0	0	5	6	0	0

All Vehicle Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	19	31	0	0	0	2	25	0	0	0	0	2	23	0	0	0	6	9	0	0		
04:05:00 PM	16	31	0	0	0	2	45	2	0	0	0	7	13	0	0	0	8	1	0	0		
04:10:00 PM	11	26	0	0	0	0	45	0	0	0	0	4	13	0	0	0	7	2	0	0	350	
04:15:00 PM	24	30	0	0	0	4	48	0	0	0	0	4	19	0	0	0	7	1	0	0	370	
04:20:00 PM	17	25	0	0	0	4	29	0	0	0	0	9	20	0	0	0	7	2	0	0	358	
04:25:00 PM	20	29	0	0	0	4	34	3	0	0	2	3	19	0	0	0	5	7	0	0	376	
04:30:00 PM	20	29	0	0	0	1	28	2	0	0	2	1	5	0	0	0	2	4	0	0	333	
04:35:00 PM	17	25	0	0	0	2	38	1	0	0	0	7	13	0	0	0	6	2	0	0	331	
04:40:00 PM	20	25	0	0	0	5	32	2	0	0	0	5	12	0	0	0	10	3	0	0	319	
04:45:00 PM	15	37	0	0	0	1	31	0	0	0	0	2	8	7	0	0	15	3	0	0	344	
04:50:00 PM	20	27	1	0	0	3	30	0	0	0	1	6	14	0	0	0	13	3	0	0	351	
04:55:00 PM	19	23	0	0	0	2	30	2	0	0	0	4	17	0	0	0	10	0	0	0	344	1389
05:00:00 PM	25	25	0	0	0	1	45	2	0	0	1	9	14	0	0	0	10	2	0	0	359	1406
05:05:00 PM	16	25	0	0	0	4	42	1	0	0	0	9	11	0	0	0	11	2	0	0	362	1402
05:10:00 PM	14	33	1	0	0	0	37	1	0	0	0	12	13	0	0	0	12	4	0	0	382	1421
05:15:00 PM	23	23	0	0	0	0	37	3	0	0	1	2	14	0	0	0	2	2	0	0	355	1391
05:20:00 PM	17	30	0	0	0	8	25	2	0	0	0	11	9	0	0	0	7	2	0	0	345	1389
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	324	1369
05:30:00 PM	16	14	0	0	0	3	34	1	0	0	0	1	6	0	0	0	10	1	0	0	303	1361
05:35:00 PM	22	29	0	0	0	7	21	1	0	0	1	5	13	0	0	0	8	4	0	0	303	1361
05:40:00 PM	14	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	280	1330
05:45:00 PM	8	18	0	0	0	3	31	0	0	0	0	3	9	0	0	0	4	2	0	0	272	1289
05:50:00 PM	14	22	1	0	0	1	26	1	0	0	0	0	8	0	0	0	4	3	0	0	241	1251
05:55:00 PM	18	21	0	0	0	4	20	0	0	0	0	6	10	0	0	0	4	1	0	0	242	1228

Car Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	19	28	0	0	0	1	24	0	0	0	0	2	20	0	0	0	6	9	0	0		
04:05:00 PM	16	28	0	0	0	2	42	2	0	0	0	7	12	0	0	0	8	1	0	0		
04:10:00 PM	11	25	0	0	0	0	43	0	0	0	0	4	13	0	0	0	7	2	0	0	332	
04:15:00 PM	21	26	0	0	0	3	47	0	0	0	0	4	17	0	0	0	7	1	0	0	349	
04:20:00 PM	16	24	0	0	0	4	28	0	0	0	0	9	19	0	0	0	7	2	0	0	340	
04:25:00 PM	19	28	0	0	0	4	30	3	0	0	1	3	19	0	0	0	5	7	0	0	354	
04:30:00 PM	20	27	0	0	0	1	26	2	0	0	2	1	3	0	0	0	2	4	0	0	316	
04:35:00 PM	17	24	0	0	0	2	33	1	0	0	0	7	11	0	0	0	5	2	0	0	309	
04:40:00 PM	19	23	0	0	0	4	31	2	0	0	0	5	11	0	0	0	10	3	0	0	298	
04:45:00 PM	14	35	0	0	0	1	29	0	0	0	0	1	7	7	0	0	13	2	0	0	319	
04:50:00 PM	19	26	0	0	0	3	29	0	0	0	1	5	12	0	0	0	13	3	0	0	328	
04:55:00 PM	18	23	0	0	0	2	27	2	0	0	0	4	17	0	0	0	10	0	0	0	323	1307
05:00:00 PM	25	25	0	0	0	1	44	2	0	0	1	9	13	0	0	0	9	2	0	0	345	1329
05:05:00 PM	15	24	0	0	0	4	41	1	0	0	0	8	10	0	0	0	11	2	0	0	350	1327
05:10:00 PM	14	32	1	0	0	0	35	1	0	0	0	12	12	0	0	0	11	3	0	0	368	1343
05:15:00 PM	23	23	0	0	0	0	36	3	0	0	1	2	13	0	0	0	2	2	0	0	342	1322
05:20:00 PM	17	30	0	0	0	8	24	2	0	0	0	10	9	0	0	0	7	2	0	0	335	1322
05:25:00 PM	15	24	0	0	0	2	38	2	0	0	0	5	9	0	0	1	7	3	0	0	320	1309
05:30:00 PM	14	13	0	0	0	3	31	1	0	0	0	1	6	0	0	0	10	1	0	0	295	1301
05:35:00 PM	22	29	0	0	0	7	19	1	0	0	1	5	12	0	0	0	8	4	0	0	294	1307
05:40:00 PM	13	20	0	0	0	7	24	0	0	0	3	2	5	0	0	0	7	1	0	0	270	1281
05:45:00 PM	8	17	0	0	0	3	30	0	0	0	0	3	9	0	0	0	4	2	0	0	266	1248
05:50:00 PM	14	22	1	0	0	1	25	1	0	0	0	0	8	0	0	0	4	3	0	0	237	1216
05:55:00 PM	18	20	0	0	0	4	19	0	0	0	0	6	10	0	0	0	4	1	0	0	237	1195

Truck Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	3	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:15:00 PM	3	4	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	21	
04:20:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
04:25:00 PM	1	1	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	17	
04:35:00 PM	0	1	0	0	0	0	5	0	0	0	0	0	2	0	0	0	1	0	0	0	22	
04:40:00 PM	1	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
04:45:00 PM	1	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	2	1	0	0	25	
04:50:00 PM	1	1	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	23	
04:55:00 PM	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	82
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	14	77
05:05:00 PM	1	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	12	75
05:10:00 PM	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	14	78
05:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13	69
05:20:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	10	67
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	60
05:30:00 PM	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	60
05:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	9	54
05:40:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	49
05:45:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	35
05:55:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	33

Bike Volumes

Time	NB (Basalt Creek Parkway)					SB (Basalt Creek Parkway)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

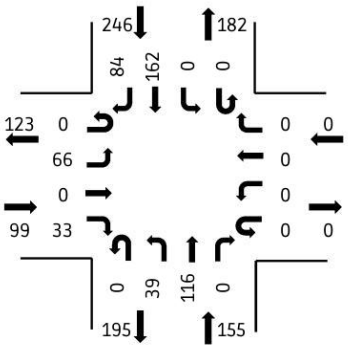
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

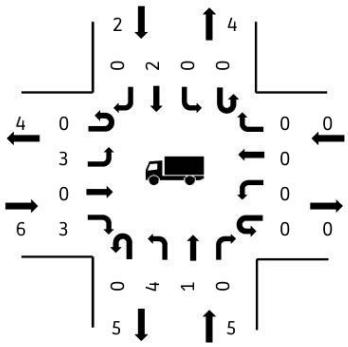
RallyTraffic

Location: SW Grahams Ferry Rd & SW Tonquin Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:30 PM
Peak Hour Factor: 0.89

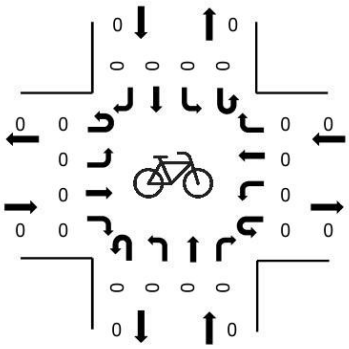
Motorized Vehicles



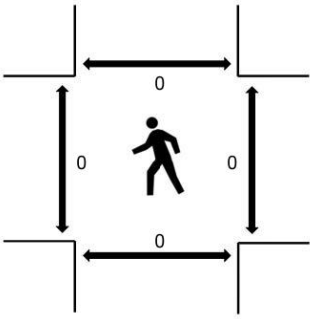
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Tonquin Rd)					Westbound (SW Tonquin Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
10	1	0	0	0	0	1	0	0	0	4	0	9	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	5	0	1	0	0	11	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	118	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	16	0	0	0	0	5	10	0	0	4	0	4	0	0	0	0	0	0	0	115	
04:25:00 PM	3	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	118	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	138	
04:35:00 PM	4	4	0	0	0	0	17	8	0	0	1	0	1	0	0	0	0	0	0	0	130	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	5	0	1	0	0	0	0	0	0	0	140	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	120	
04:50:00 PM	6	7	0	0	0	0	12	4	0	0	5	0	3	0	0	0	0	0	0	0	122	
04:55:00 PM	5	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	111	487
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	6	0	4	0	0	0	0	0	0	0	107	487
05:05:00 PM	1	5	0	0	0	0	8	9	0	0	9	0	8	0	0	0	0	0	0	0	110	477
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	119	488
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	135	500
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	487
05:25:00 PM	1	8	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	112	482
05:30:00 PM	6	6	0	0	0	0	9	3	0	0	5	0	0	0	0	0	0	0	0	0	92	454
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	90	447
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	82	424
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	3	0	0	0	0	0	0	0	90	424
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	94	419
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	1	0	0	0	0	0	0	0	86	399

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	5	0	1	0	0	10	11	0	0	3	0	1	0	0	0	0	0	0	0		
04:05:00 PM	2	10	0	0	0	0	16	10	0	0	10	0	2	0	0	0	0	0	0	0		
04:10:00 PM	5	7	0	0	0	0	5	10	0	0	8	0	0	0	0	0	0	0	0	0	117	
04:15:00 PM	0	13	0	0	0	0	9	5	0	0	9	0	1	0	0	0	0	0	0	0	122	
04:20:00 PM	4	15	0	0	0	0	5	10	0	0	4	0	3	0	0	0	0	0	0	0	113	
04:25:00 PM	2	13	0	0	0	0	8	5	0	0	7	0	2	0	0	0	0	0	0	0	115	
04:30:00 PM	5	14	0	0	0	0	22	7	0	0	7	0	2	0	0	0	0	0	0	0	135	
04:35:00 PM	4	4	0	0	0	0	15	8	0	0	1	0	1	0	0	0	0	0	0	0	127	
04:40:00 PM	3	19	0	0	0	0	14	6	0	0	4	0	1	0	0	0	0	0	0	0	137	
04:45:00 PM	1	8	0	0	0	0	19	4	0	0	2	0	3	0	0	0	0	0	0	0	117	
04:50:00 PM	5	7	0	0	0	0	12	4	0	0	5	0	2	0	0	0	0	0	0	0	119	
04:55:00 PM	4	6	0	0	0	0	8	10	0	0	7	0	1	0	0	0	0	0	0	0	108	477
05:00:00 PM	2	7	0	0	0	0	8	6	0	0	5	0	4	0	0	0	0	0	0	0	103	477
05:05:00 PM	0	5	0	0	0	0	8	9	0	0	8	0	7	0	0	0	0	0	0	0	105	464
05:10:00 PM	3	7	0	0	0	0	21	10	0	0	2	0	3	0	0	0	0	0	0	0	115	475
05:15:00 PM	2	10	0	0	0	0	20	5	0	0	11	0	1	0	0	0	0	0	0	0	132	487
05:20:00 PM	3	5	0	0	0	0	9	8	0	0	2	0	3	0	0	0	0	0	0	0	125	476
05:25:00 PM	0	7	0	0	0	0	12	5	0	0	6	0	1	0	0	0	0	0	0	0	110	470
05:30:00 PM	5	6	0	0	0	0	8	3	0	0	5	0	0	0	0	0	0	0	0	0	88	440
05:35:00 PM	1	4	0	0	0	0	9	7	0	0	5	0	2	0	0	0	0	0	0	0	86	435
05:40:00 PM	2	5	0	0	0	0	8	6	0	0	4	0	0	0	0	0	0	0	0	0	80	413
05:45:00 PM	1	8	0	0	0	0	10	7	0	0	8	0	2	0	0	0	0	0	0	0	89	412
05:50:00 PM	1	11	0	0	0	0	3	5	0	0	11	0	1	0	0	0	0	0	0	0	93	409
05:55:00 PM	1	2	0	0	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0	84	389

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	1	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	0	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	0	
04:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
04:25:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
04:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	10
05:05:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5	13
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
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	11
05:25:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
05:30:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	12
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10

Bike Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Tonquin Rd)					WB (SW Tonquin Rd)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

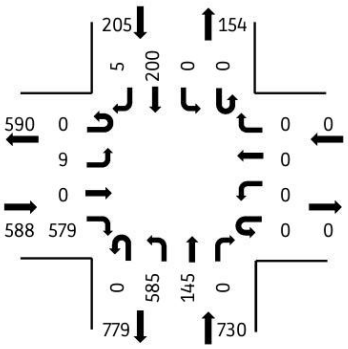
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

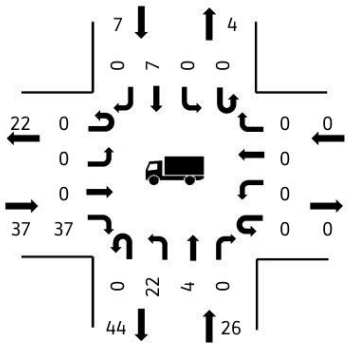
RallyTraffic

Location: SW Grahams Ferry Rd & Basalt Creek Pkwy
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 05:05 PM
Peak Hour Factor: 0.93

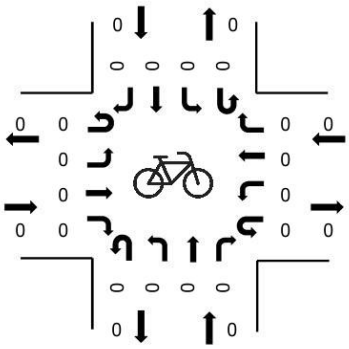
Motorized Vehicles



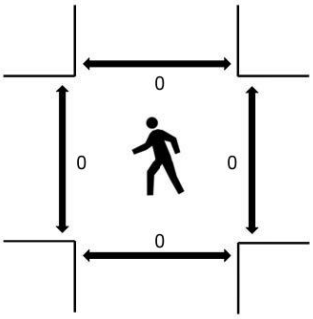
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (Basalt Creek Pkwy)					Westbound (Basalt Creek Pkwy)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
4	3	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	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	43	6	0	0	0	0	11	1	0	0	1	0	48	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	16	1	0	0	2	0	51	0	0	0	0	0	0	0		
04:10:00 PM	46	11	0	0	0	0	7	0	0	0	0	0	47	0	0	0	0	0	0	0	348	
04:15:00 PM	52	14	0	0	0	0	7	0	0	0	0	0	48	0	0	0	0	0	0	0	359	
04:20:00 PM	48	17	0	0	0	0	16	0	0	0	1	0	43	0	0	0	0	0	0	0	357	
04:25:00 PM	60	15	0	0	0	0	12	0	0	0	1	0	51	0	0	0	0	0	0	0	385	
04:30:00 PM	44	17	0	0	0	0	22	1	0	0	1	0	44	0	0	0	0	0	0	0	393	
04:35:00 PM	44	7	0	0	0	0	18	0	0	0	2	0	47	0	0	0	0	0	0	0	386	
04:40:00 PM	53	22	0	0	0	0	14	0	0	0	0	0	45	0	0	0	0	0	0	0	381	
04:45:00 PM	43	8	0	0	0	0	15	1	0	0	1	0	46	0	0	0	0	0	0	0	366	
04:50:00 PM	53	13	0	0	0	0	17	0	0	0	0	0	49	0	0	0	0	0	0	0	380	
04:55:00 PM	39	10	0	0	0	0	11	1	0	0	1	0	45	0	0	0	0	0	0	0	353	1467
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	43	0	0	0	0	0	0	0	355	1473
05:05:00 PM	44	7	0	0	0	0	5	1	0	0	0	0	51	0	0	0	0	0	0	0	331	1454
05:10:00 PM	66	10	0	0	0	0	31	0	0	0	0	0	67	0	0	0	0	0	0	0	398	1517
05:15:00 PM	41	10	0	0	0	0	25	1	0	0	2	0	48	0	0	0	0	0	0	0	409	1523
05:20:00 PM	41	8	0	0	0	0	7	1	0	0	0	0	42	0	0	0	0	0	0	0	400	1497
05:25:00 PM	47	9	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	328	1460
05:30:00 PM	47	12	0	0	0	0	12	0	0	0	0	0	35	0	0	0	0	0	0	0	307	1437
05:35:00 PM	55	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	325	1436
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	44	0	0	0	0	0	0	0	327	1406
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	308	1379
05:50:00 PM	35	12	0	0	0	0	8	0	0	0	0	0	25	0	0	0	0	0	0	0	271	1327
05:55:00 PM	28	2	0	0	0	0	6	1	0	0	1	0	35	0	0	0	0	0	0	0	240	1293

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	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	40	6	0	0	0	0	10	1	0	0	1	0	43	0	0	0	0	0	0	0		
04:05:00 PM	47	10	0	0	0	0	15	1	0	0	2	0	47	0	0	0	0	0	0	0		
04:10:00 PM	41	11	0	0	0	0	7	0	0	0	0	0	46	0	0	0	0	0	0	0	328	
04:15:00 PM	50	14	0	0	0	0	7	0	0	0	0	0	42	0	0	0	0	0	0	0	340	
04:20:00 PM	46	17	0	0	0	0	15	0	0	0	1	0	40	0	0	0	0	0	0	0	337	
04:25:00 PM	57	14	0	0	0	0	12	0	0	0	1	0	47	0	0	0	0	0	0	0	363	
04:30:00 PM	41	17	0	0	0	0	20	1	0	0	1	0	44	0	0	0	0	0	0	0	374	
04:35:00 PM	43	7	0	0	0	0	16	0	0	0	2	0	43	0	0	0	0	0	0	0	366	
04:40:00 PM	48	22	0	0	0	0	14	0	0	0	0	0	41	0	0	0	0	0	0	0	360	
04:45:00 PM	42	8	0	0	0	0	15	1	0	0	1	0	42	0	0	0	0	0	0	0	345	
04:50:00 PM	52	12	0	0	0	0	17	0	0	0	0	0	46	0	0	0	0	0	0	0	361	
04:55:00 PM	36	9	0	0	0	0	10	1	0	0	1	0	42	0	0	0	0	0	0	0	335	1386
05:00:00 PM	50	9	0	0	0	0	14	0	0	0	0	0	40	0	0	0	0	0	0	0	339	1398
05:05:00 PM	44	6	0	0	0	0	5	1	0	0	0	0	49	0	0	0	0	0	0	0	317	1381
05:10:00 PM	64	10	0	0	0	0	30	0	0	0	0	0	65	0	0	0	0	0	0	0	387	1445
05:15:00 PM	40	10	0	0	0	0	25	1	0	0	2	0	43	0	0	0	0	0	0	0	395	1453
05:20:00 PM	40	8	0	0	0	0	7	1	0	0	0	0	40	0	0	0	0	0	0	0	386	1430
05:25:00 PM	43	7	0	0	0	0	13	0	0	0	0	0	33	0	0	0	0	0	0	0	313	1395
05:30:00 PM	47	11	0	0	0	0	11	0	0	0	0	0	35	0	0	0	0	0	0	0	296	1375
05:35:00 PM	54	5	0	0	0	0	9	0	0	0	0	0	48	0	0	0	0	0	0	0	316	1380
05:40:00 PM	42	7	0	0	0	0	11	0	0	0	0	0	41	0	0	0	0	0	0	0	321	1356
05:45:00 PM	43	7	0	0	0	0	8	0	0	0	2	0	27	0	0	0	0	0	0	0	304	1334
05:50:00 PM	35	12	0	0	0	0	7	0	0	0	0	0	23	0	0	0	0	0	0	0	265	1284
05:55:00 PM	27	2	0	0	0	0	5	1	0	0	1	0	33	0	0	0	0	0	0	0	233	1254

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	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	3	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0		
04:10:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
04:15:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	19	
04:20:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	20	
04:25:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	22	
04:30:00 PM	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:35:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
04:40:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:45:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	21	
04:50:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	
04:55:00 PM	3	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	18	81
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	75
05:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	73
05:10:00 PM	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	11	72
05:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	14	70
05:20:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	67
05:25:00 PM	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	65
05:30:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	62
05:35:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	56
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	50
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	45
05:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	6	43
05:55:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	7	39

Bike Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (Basalt Creek Pkwy)					WB (Basalt Creek Pkwy)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

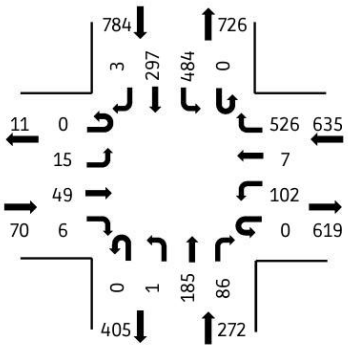
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

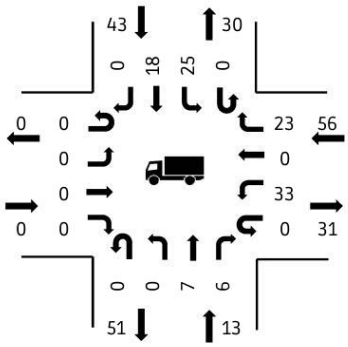
RallyTraffic

Location: SW Grahams Ferry Rd & SW Day Rd
Date: 2026-02-18
Peak Hour Start: 04:20 PM
Peak 15 Minute Start: 04:20 PM
Peak Hour Factor: 0.92

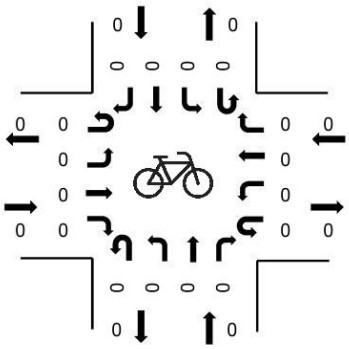
Motorized Vehicles



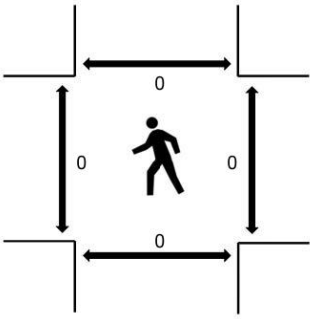
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Day Rd)					Westbound (SW Day Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	4	7	0	0	5	6	0	0	0	0	0	0	0	0	32	0	4	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	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	8	4	0	0	39	35	0	0	0	2	10	4	0	0	8	0	38	0	0		
04:05:00 PM	1	17	7	0	0	23	25	0	0	0	5	5	1	0	0	13	0	40	0	0		
04:10:00 PM	0	21	8	0	0	35	29	0	0	0	1	4	2	0	0	4	1	31	0	0	421	
04:15:00 PM	0	18	2	0	0	39	19	0	0	0	1	5	0	0	0	9	0	36	0	0	402	
04:20:00 PM	0	26	10	0	0	31	26	0	0	0	3	7	2	0	0	7	0	53	0	0	430	
04:25:00 PM	1	11	7	0	0	42	22	0	0	0	6	18	0	0	0	13	0	36	0	0	450	
04:30:00 PM	0	18	7	0	0	35	34	0	0	0	2	6	2	0	0	9	2	45	0	0	481	
04:35:00 PM	0	14	9	0	0	31	28	0	0	0	1	1	0	0	0	6	0	43	0	0	449	
04:40:00 PM	0	20	8	0	0	42	30	0	0	0	1	2	0	0	0	5	1	47	0	0	449	
04:45:00 PM	0	15	7	0	0	28	25	0	0	0	0	1	1	0	0	22	2	42	0	0	432	
04:50:00 PM	0	15	5	0	0	49	21	0	0	0	0	3	0	0	0	4	1	46	0	0	443	
04:55:00 PM	0	8	8	0	0	49	15	1	0	0	0	3	0	0	0	14	0	37	0	0	422	1742
05:00:00 PM	0	12	11	0	0	43	18	0	0	0	1	3	0	0	0	5	0	41	0	0	413	1728
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	36	0	0	385	1707
05:10:00 PM	0	10	4	0	0	50	39	1	0	0	0	2	0	0	0	7	0	63	0	0	426	1747
05:15:00 PM	0	17	5	0	0	44	26	1	0	0	1	3	0	0	0	8	1	37	0	0	435	1761
05:20:00 PM	0	12	6	0	0	46	22	0	0	0	0	0	1	0	0	10	0	39	0	0	455	1732
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	43	0	0	397	1694
05:30:00 PM	0	13	3	0	0	31	14	0	0	0	0	2	0	0	0	4	0	42	0	0	363	1643
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	10	0	46	0	0	363	1646
05:40:00 PM	0	8	8	0	0	37	17	0	0	0	1	3	0	0	0	5	0	44	0	0	368	1613
05:45:00 PM	0	8	1	0	0	26	13	2	0	0	1	4	0	0	0	8	1	43	0	0	366	1577
05:50:00 PM	0	12	3	0	0	24	5	0	0	0	1	2	0	0	0	5	3	29	0	0	314	1517
05:55:00 PM	1	2	2	0	0	42	9	0	0	0	0	1	0	0	0	1	3	28	0	0	280	1471

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	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	7	4	0	0	35	33	0	0	0	2	10	4	0	0	4	0	37	0	0		
04:05:00 PM	1	16	7	0	0	23	22	0	0	0	5	5	1	0	0	8	0	37	0	0		
04:10:00 PM	0	21	6	0	0	35	27	0	0	0	1	4	2	0	0	2	1	28	0	0	388	
04:15:00 PM	0	18	1	0	0	38	17	0	0	0	1	5	0	0	0	5	0	34	0	0	371	
04:20:00 PM	0	25	9	0	0	28	25	0	0	0	3	7	2	0	0	5	0	51	0	0	401	
04:25:00 PM	1	11	7	0	0	39	19	0	0	0	6	18	0	0	0	9	0	35	0	0	419	
04:30:00 PM	0	17	5	0	0	34	32	0	0	0	2	6	2	0	0	4	2	43	0	0	447	
04:35:00 PM	0	14	8	0	0	30	24	0	0	0	1	1	0	0	0	2	0	39	0	0	411	
04:40:00 PM	0	18	8	0	0	40	28	0	0	0	1	2	0	0	0	2	1	44	0	0	410	
04:45:00 PM	0	14	7	0	0	27	25	0	0	0	0	1	1	0	0	14	2	42	0	0	396	
04:50:00 PM	0	14	4	0	0	45	20	0	0	0	0	3	0	0	0	2	1	44	0	0	410	
04:55:00 PM	0	8	8	0	0	46	15	1	0	0	0	3	0	0	0	11	0	35	0	0	393	1610
05:00:00 PM	0	12	10	0	0	42	15	0	0	0	1	3	0	0	0	5	0	41	0	0	389	1603
05:05:00 PM	0	19	5	0	0	40	13	0	0	0	0	0	1	0	0	2	0	35	0	0	371	1593
05:10:00 PM	0	10	4	0	0	48	37	1	0	0	0	2	0	0	0	7	0	60	0	0	413	1635
05:15:00 PM	0	16	5	0	0	40	26	1	0	0	1	3	0	0	0	6	1	34	0	0	417	1649
05:20:00 PM	0	11	5	0	0	43	21	0	0	0	0	0	1	0	0	6	0	39	0	0	428	1620
05:25:00 PM	0	7	5	0	0	34	19	0	0	0	0	2	0	0	0	7	1	39	0	0	373	1589
05:30:00 PM	0	13	3	0	0	29	14	0	0	0	0	2	0	0	0	3	0	40	0	0	344	1546
05:35:00 PM	0	12	8	0	0	42	15	1	0	0	0	1	1	0	0	9	0	43	0	0	350	1559
05:40:00 PM	0	8	8	0	0	37	15	0	0	0	1	3	0	0	0	4	0	44	0	0	356	1535
05:45:00 PM	0	7	1	0	0	26	13	2	0	0	1	4	0	0	0	6	1	42	0	0	355	1505
05:50:00 PM	0	12	3	0	0	22	4	0	0	0	1	2	0	0	0	4	3	28	0	0	302	1451
05:55:00 PM	1	2	2	0	0	40	7	0	0	0	0	1	0	0	0	1	3	28	0	0	267	1409

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	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	1	0	0	0	4	2	0	0	0	0	0	0	0	0	4	0	1	0	0		
04:05:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:10:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	33	
04:15:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	2	0	0	31	
04:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0	2	0	0	29	
04:25:00 PM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	0	1	0	0	31	
04:30:00 PM	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	5	0	2	0	0	34	
04:35:00 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	4	0	4	0	0	38	
04:40:00 PM	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	3	0	3	0	0	39	
04:45:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	36	
04:50:00 PM	0	1	1	0	0	4	1	0	0	0	0	0	0	0	0	2	0	2	0	0	33	
04:55:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	2	0	0	29	132
05:00:00 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	114
05:10:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	0	0	13	112
05:15:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	3	0	0	18	112
05:20:00 PM	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	27	112
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	24	105
05:30:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	19	97
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	13	87
05:40:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	12	78
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	11	72
05:50:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	12	66
05:55:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	62

Bike Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Day Rd)					WB (SW Day Rd)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

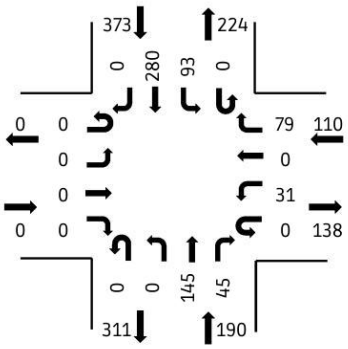
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

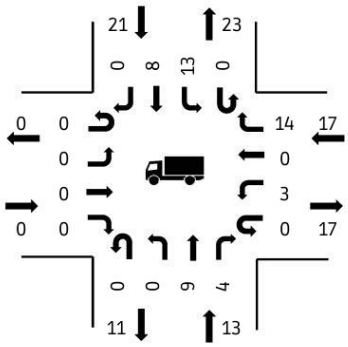
RallyTraffic

Location: SW Grahams Ferry Rd & SW Clutter Rd
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:00 PM
Peak Hour Factor: 0.88

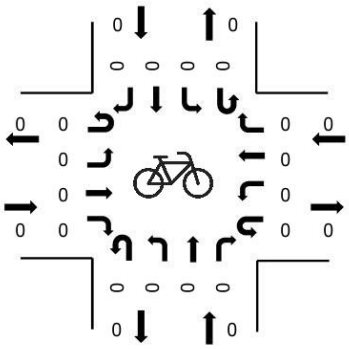
Motorized Vehicles



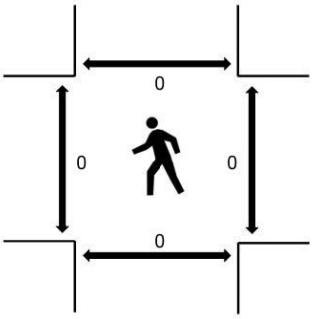
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Clutter Rd)					Westbound (SW Clutter Rd)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	9	0	0	14	3	0	0	0	0	0	0	0	0	10	0	18	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	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	9	6	0	0	15	30	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	10	4	0	0	11	24	0	0	0	0	0	0	0	0	3	0	10	0	0		
04:10:00 PM	0	8	7	0	0	7	23	0	0	0	0	0	0	0	0	5	0	12	0	0	192	
04:15:00 PM	0	17	6	0	0	3	16	0	0	0	0	0	0	0	0	2	0	7	0	0	175	
04:20:00 PM	0	13	4	0	0	9	21	0	0	0	0	0	0	0	0	4	0	9	0	0	173	
04:25:00 PM	0	14	4	0	0	5	24	0	0	0	0	0	0	0	0	2	0	6	0	0	166	
04:30:00 PM	0	15	1	0	0	14	26	0	0	0	0	0	0	0	0	3	0	3	0	0	177	
04:35:00 PM	0	13	3	0	0	7	21	0	0	0	0	0	0	0	0	2	0	8	0	0	171	
04:40:00 PM	0	12	3	0	0	4	24	0	0	0	0	0	0	0	0	0	0	6	0	0	165	
04:45:00 PM	0	12	3	0	0	9	31	0	0	0	0	0	0	0	0	2	0	7	0	0	167	
04:50:00 PM	0	11	2	0	0	5	20	0	0	0	0	0	0	0	0	1	0	3	0	0	155	
04:55:00 PM	0	11	2	0	0	4	20	0	0	0	0	0	0	0	0	2	0	5	0	0	150	673
05:00:00 PM	0	6	2	0	0	3	17	0	0	0	0	0	0	0	0	3	0	5	0	0	122	641
05:05:00 PM	0	11	0	0	0	6	16	0	0	0	0	0	0	0	0	6	0	3	0	0	122	621
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	4	0	0	123	604
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	9	0	0	151	617
05:20:00 PM	0	10	1	0	0	4	23	0	0	0	0	0	0	0	0	1	0	5	0	0	153	601
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	148	586
05:30:00 PM	0	7	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	113	553
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	108	538
05:40:00 PM	0	12	1	0	0	2	17	0	0	0	0	0	0	0	0	1	0	1	0	0	102	523
05:45:00 PM	0	5	3	0	0	2	17	0	0	0	0	0	0	0	0	4	0	5	0	0	109	495
05:50:00 PM	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	3	0	0	96	479
05:55:00 PM	0	1	2	0	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	0	76	449

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	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	8	6	0	0	15	28	0	0	0	0	0	0	0	0	5	0	3	0	0		
04:05:00 PM	0	9	4	0	0	8	23	0	0	0	0	0	0	0	0	2	0	6	0	0		
04:10:00 PM	0	7	5	0	0	6	23	0	0	0	0	0	0	0	0	4	0	11	0	0	173	
04:15:00 PM	0	17	6	0	0	2	16	0	0	0	0	0	0	0	0	2	0	7	0	0	158	
04:20:00 PM	0	13	4	0	0	8	21	0	0	0	0	0	0	0	0	4	0	7	0	0	163	
04:25:00 PM	0	13	3	0	0	5	23	0	0	0	0	0	0	0	0	2	0	5	0	0	158	
04:30:00 PM	0	14	1	0	0	11	26	0	0	0	0	0	0	0	0	3	0	2	0	0	165	
04:35:00 PM	0	13	3	0	0	6	20	0	0	0	0	0	0	0	0	2	0	7	0	0	159	
04:40:00 PM	0	10	3	0	0	3	22	0	0	0	0	0	0	0	0	0	0	6	0	0	152	
04:45:00 PM	0	12	3	0	0	8	30	0	0	0	0	0	0	0	0	1	0	4	0	0	153	
04:50:00 PM	0	10	1	0	0	5	20	0	0	0	0	0	0	0	0	1	0	2	0	0	141	
04:55:00 PM	0	10	2	0	0	3	20	0	0	0	0	0	0	0	0	2	0	5	0	0	139	622
05:00:00 PM	0	6	2	0	0	3	16	0	0	0	0	0	0	0	0	3	0	5	0	0	116	592
05:05:00 PM	0	11	0	0	0	6	15	0	0	0	0	0	0	0	0	6	0	3	0	0	118	581
05:10:00 PM	0	13	1	0	0	5	18	0	0	0	0	0	0	0	0	4	0	3	0	0	120	569
05:15:00 PM	0	7	2	0	0	7	37	0	0	0	0	0	0	0	0	2	0	4	0	0	144	578
05:20:00 PM	0	9	1	0	0	3	23	0	0	0	0	0	0	0	0	1	0	4	0	0	144	562
05:25:00 PM	0	8	0	0	0	3	24	0	0	0	0	0	0	0	0	2	0	3	0	0	140	551
05:30:00 PM	0	6	1	0	0	2	13	0	0	0	0	0	0	0	0	4	0	2	0	0	109	522
05:35:00 PM	0	7	0	0	0	2	24	0	0	0	0	0	0	0	0	2	0	4	0	0	107	510
05:40:00 PM	0	12	0	0	0	1	17	0	0	0	0	0	0	0	0	1	0	1	0	0	99	498
05:45:00 PM	0	5	0	0	0	2	16	0	0	0	0	0	0	0	0	4	0	3	0	0	101	470
05:50:00 PM	0	7	3	0	0	0	11	0	0	0	0	0	0	0	0	1	0	2	0	0	86	455
05:55:00 PM	0	1	2	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	67	426

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	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	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1	0	4	0	0		
04:10:00 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	19	
04:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:20:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	10	
04:25:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
04:30:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:35:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
04:40:00 PM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
04:45:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3	0	0	14	
04:50:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
04:55:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
05:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49
05:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	35
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	7	39
05:20:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	39
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	35
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	31
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28
05:40:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
05:45:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	8	25
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	10	24
05:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23

Bike Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Clutter Rd)					WB (SW Clutter Rd)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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

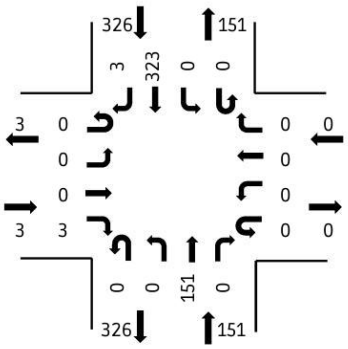
Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	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

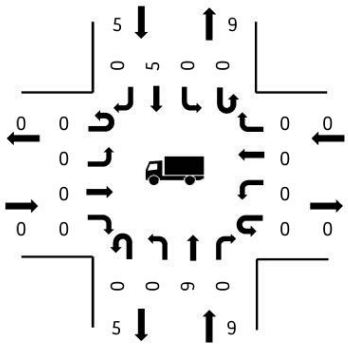
RallyTraffic

Location: SW Grahams Ferry Rd & SW Wheatland Dr
Date: 2026-02-18
Peak Hour Start: 04:00 PM
Peak 15 Minute Start: 04:25 PM
Peak Hour Factor: 0.9

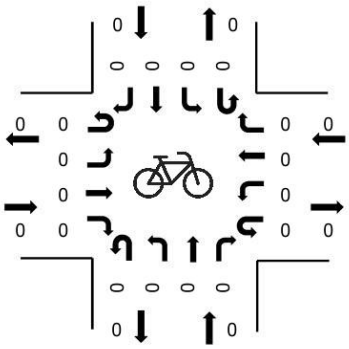
Motorized Vehicles



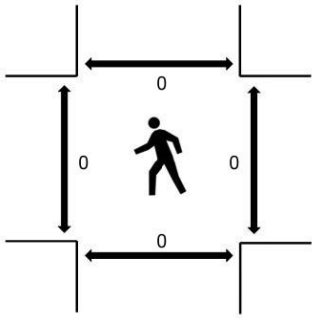
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (SW Grahams Ferry Rd)					Southbound (SW Grahams Ferry Rd)					Eastbound (SW Wheatland Dr)					Westbound (SW Wheatland Dr)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	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	9	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	13	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	114	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:25:00 PM	0	14	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	129	
04:35:00 PM	0	12	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	134	
04:40:00 PM	0	14	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:45:00 PM	0	13	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	118	
04:55:00 PM	0	11	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	119	480
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	101	461
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	91	457
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	448
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	458
05:20:00 PM	0	5	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	119	462
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	117	448
05:30:00 PM	0	8	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	101	430
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	92	420
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	89	418
05:45:00 PM	0	12	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	96	409
05:50:00 PM	0	7	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	87	389
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	67	366

Car Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	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	8	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	11	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
04:15:00 PM	0	16	0	0	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	0	110	
04:20:00 PM	0	15	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	111	
04:25:00 PM	0	12	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	114	
04:30:00 PM	0	15	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
04:35:00 PM	0	12	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	130	
04:40:00 PM	0	12	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	116	
04:45:00 PM	0	13	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	113	
04:50:00 PM	0	9	0	0	0	0	27	2	0	0	0	0	2	0	0	0	0	0	0	0	115	
04:55:00 PM	0	10	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	117	466
05:00:00 PM	0	3	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	100	449
05:05:00 PM	0	9	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	90	446
05:10:00 PM	1	15	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	93	440
05:15:00 PM	0	8	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	111	450
05:20:00 PM	0	4	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	118	453
05:25:00 PM	1	8	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	116	442
05:30:00 PM	0	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	99	423
05:35:00 PM	0	8	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	91	414
05:40:00 PM	1	12	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	88	414
05:45:00 PM	0	8	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	91	401
05:50:00 PM	0	6	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	81	380
05:55:00 PM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	61	358

Truck Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:45:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
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	12
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	11
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	8
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	8
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
05:45:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
05:50:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8

Bike Volumes

Time	NB (SW Grahams Ferry Rd)					SB (SW Grahams Ferry Rd)					EB (SW Wheatland Dr)					WB (SW Wheatland Dr)					Totals	
Time	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	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	
Time	North	South	East	West	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

Wilsonville Basalt Creek West Railroad Study
Existing Conditions
2026

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.20/0.03	7.9/10	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.13/0.02	0/14.1	A/B
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.45	17.5	B
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.08/0.14	7.9/12.7	A/B
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.60	14.2	B
6	Synchro HCM 7th Signal	Grahams Ferry Rd & Day Rd	Signal	0.98	77.0	E
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	AWSC	0.54	13.1	B
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.10/0.05	0/11.2	A/B
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.10/0.01	0/10.3	A/B

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	4	65	278	1	15
Future Vol, veh/h	185	4	65	278	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	223	5	78	335	1	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	717	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1341	-	382	790
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	360	790
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	735	-	-	1341	-
HCM Lane V/C Ratio	0.026	-	-	0.058	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Future Vol, veh/h	0	200	0	0	343	6	0	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	222	0	0	381	7	0	0	0	9	0	0

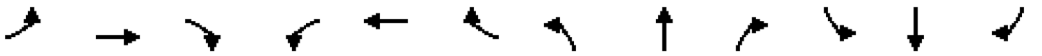
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	222	0	0	603	610	222	607	607	384
Stage 1	-	-	-	-	-	-	222	222	-	384	384	-
Stage 2	-	-	-	-	-	-	381	388	-	222	222	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1149	-	-	1323	-	-	405	404	807	403	406	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	404	-	403	406	-
Stage 1	-	-	-	-	-	-	771	712	-	631	604	-
Stage 2	-	-	-	-	-	-	633	602	-	771	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	14.14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1149	-	-	1323	-	-	403
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.022
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	14.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Existing 20
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Future Volume (veh/h)	6	71	165	0	108	33	227	333	2	31	424	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	6	76	177	0	116	35	244	358	2	33	456	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	14	406	603	3	196	59	295	843	5	62	577	19
Arrive On Green	0.01	0.23	0.23	0.00	0.15	0.15	0.17	0.46	0.46	0.04	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1739	1346	406	1739	1814	10	1725	1743	57
Grp Volume(v), veh/h	6	76	177	0	0	151	244	0	360	33	0	471
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1824	1725	0	1801
Q Serve(g_s), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Cycle Q Clear(g_c), s	0.2	1.9	4.4	0.0	0.0	4.4	7.4	0.0	7.2	1.0	0.0	13.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.03
Lane Grp Cap(c), veh/h	14	406	603	3	0	255	295	0	848	62	0	596
V/C Ratio(X)	0.44	0.19	0.29	0.00	0.00	0.59	0.83	0.00	0.42	0.53	0.00	0.79
Avail Cap(c_a), veh/h	779	981	1090	792	0	957	475	0	1329	628	0	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	17.2	11.3	0.0	0.0	21.9	22.0	0.0	9.8	26.0	0.0	16.6
Incr Delay (d2), s/veh	8.1	0.1	0.1	0.0	0.0	0.8	2.9	0.0	0.3	2.6	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	1.3	0.0	0.0	1.7	3.0	0.0	2.4	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	17.3	11.4	0.0	0.0	22.8	25.0	0.0	10.1	28.6	0.0	19.1
LnGrp LOS	D	B	B			C	C		B	C		B
Approach Vol, veh/h		259			151			604			504	
Approach Delay, s/veh		13.7			22.8			16.1			19.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	31.0	0.0	17.9	13.3	23.7	4.4	13.5
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	20.0	40.0	25.0	30.0	15.0	40.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	3.0	9.2	0.0	6.4	9.4	15.0	2.2	6.4
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.1	3.2	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	33	39	116	162	84
Future Vol, veh/h	66	33	39	116	162	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	74	37	44	130	182	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	229	276	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	562	800	1281	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	542	800	1281	-	-	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.7	1.99	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1281	-	542	800	-	-
HCM Lane V/C Ratio	0.034	-	0.137	0.046	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.1	-	-

HCM 7th Signalized Intersection Summary
5: Grahams Ferry Rd & Basalt Creek Pkwy/Basalt Creek Pkwy Extension

Existing 20
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Future Volume (veh/h)	9	0	579	0	0	0	585	145	0	0	200	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	10	0	623	0	0	0	629	156	0	0	215	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	504	0	965	0	557	0	748	1018	0	106	277	6
Arrive On Green	0.29	0.00	0.29	0.00	0.00	0.00	0.34	0.55	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1361	0	1522	0	1900	0	1753	1841	0	1221	1806	42
Grp Volume(v), veh/h	10	0	623	0	0	0	629	156	0	0	0	220
Grp Sat Flow(s),veh/h/ln	1361	0	1522	0	1900	0	1753	1841	0	1221	0	1848
Q Serve(g_s), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	0.4	0.0	17.3	0.0	0.0	0.0	18.2	2.8	0.0	0.0	0.0	7.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	504	0	965	0	557	0	748	1018	0	106	0	284
V/C Ratio(X)	0.02	0.00	0.65	0.00	0.00	0.00	0.84	0.15	0.00	0.00	0.00	0.77
Avail Cap(c_a), veh/h	664	0	1143	0	780	0	1486	2198	0	374	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	7.7	0.0	0.0	0.0	13.1	7.4	0.0	0.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.0	3.2	0.1	0.0	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.0	0.0	0.0	6.7	1.0	0.0	0.0	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	8.3	0.0	0.0	0.0	16.3	7.5	0.0	0.0	0.0	29.5
LnGrp LOS	B		A				B	A				C
Approach Vol, veh/h		633			0			785			220	
Approach Delay, s/veh		8.4			0.0			14.5			29.5	
Approach LOS		A						B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.2		25.0	27.3	16.0		25.0				
Change Period (Y+Rc), s		5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s		81.5		28.0	52.0	25.5		28.0				
Max Q Clear Time (g_c+I1), s		4.8		19.3	20.2	9.8		0.0				
Green Ext Time (p_c), s		1.2		0.7	3.1	0.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
6: Grahams Ferry Rd & Day Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Future Volume (veh/h)	15	49	6	102	7	526	1	185	86	484	297	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1752	1752	1752	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	16	53	7	111	8	572	1	201	93	526	323	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	10	10	10	5	5	5	6	6	6
Cap, veh/h	84	257	30	314	20	454	2	253	117	557	959	9
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.21	0.21	0.32	0.54	0.54
Sat Flow, veh/h	130	843	99	796	66	1485	1739	1181	546	1725	1791	17
Grp Volume(v), veh/h	76	0	0	119	0	572	1	0	294	526	0	326
Grp Sat Flow(s),veh/h/ln	1071	0	0	862	0	1485	1739	0	1728	1725	0	1808
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0	17.8	0.0	30.0	0.1	0.0	15.8	29.2	0.0	10.0
Prop In Lane	0.21		0.09	0.93		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	372	0	0	334	0	454	2	0	369	557	0	968
V/C Ratio(X)	0.20	0.00	0.00	0.36	0.00	1.26	0.52	0.00	0.80	0.94	0.00	0.34
Avail Cap(c_a), veh/h	372	0	0	334	0	454	443	0	880	615	0	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	29.7	0.0	34.1	49.0	0.0	36.6	32.4	0.0	12.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	134.2	95.2	0.0	6.3	22.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.4	0.0	27.4	0.1	0.0	7.2	15.2	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	0.0	0.0	30.2	0.0	168.2	144.2	0.0	42.9	54.4	0.0	13.3
LnGrp LOS	C			C		F	F		D	D		B
Approach Vol, veh/h		76			691			295			852	
Approach Delay, s/veh		25.4			144.5			43.2			38.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.1	58.1		35.0	36.7	26.5		35.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	25.6	50.0		30.0	35.0	50.0		25.0
Max Q Clear Time (g_c+I1), s	12.1	12.0		32.0	31.2	17.8		20.1
Green Ext Time (p_c), s	0.0	3.6		0.0	0.5	3.2		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	77.0
HCM 7th LOS	E

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	79	145	45	93	280
Future Vol, veh/h	31	79	145	45	93	280
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	15	15	7	7	6	6
Mvmt Flow	35	90	165	51	106	318
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.5	9.6	13.1
HCM LOS	A	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	25%
Vol Thru, %	76%	0%	75%
Vol Right, %	24%	72%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	190	110	373
LT Vol	0	31	93
Through Vol	145	0	280
RT Vol	45	79	0
Lane Flow Rate	216	125	424
Geometry Grp	1	1	1
Degree of Util (X)	0.281	0.181	0.545
Departure Headway (Hd)	4.681	5.225	4.625
Convergence, Y/N	Yes	Yes	Yes
Cap	764	683	780
Service Time	2.729	3.287	2.665
HCM Lane V/C Ratio	0.283	0.183	0.544
HCM Control Delay, s/veh	9.6	9.5	13.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.2	0.7	3.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	0	151	311	0
Future Vol, veh/h	10	15	0	151	311	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	11	17	0	168	346	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	513	346	346	0	-	0
Stage 1	346	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	514	688	1191	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	688	1191	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	606	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Ctrl Dly (s/v)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	151	323	3
Future Vol, veh/h	0	3	0	151	323	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	3	0	168	359	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	528	361	362	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	514	689	1175	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	689	1175	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0	0
HCM LOS	B		

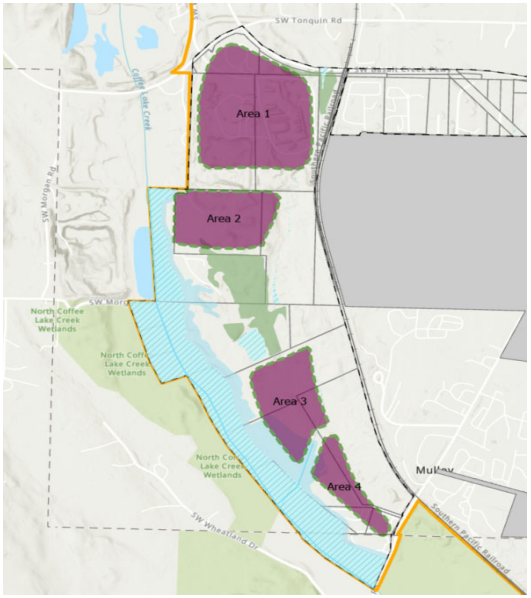
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1175	-	689	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek West Railroad Transportation Study - Land Use Assumptions and Trip Generation Table

Trip generation rates are all average rates.

Area	Land Use	amount	unit	ITE LUC	*Weekday rate*	Weekday total	Weekday in	Weekday out	*PM Peak rate*	PM Peak total	PM Peak in	PM Peak out
1	Industrial Park	561.815	KSF	**130**	*2.68*	1506	753	753	*0.23*	129	36	93
1	Restaurant/Brewery	6	KSF	**971**	*61.69*	370	185	185	*9.83*	59	41	18
2	Industrial Park	264.518	KSF	**130**	*2.68*	709	355	354	*0.23*	61	17	44
3	Industrial Park	277.935	KSF	**130**	*2.68*	745	373	372	*0.23*	64	18	46
4	Industrial Park	151.393	KSF	**130**	*2.68*	406	203	203	*0.23*	35	10	25

	weekday trips	PM trips						
Area 1 Total	50.2%	54.0%	**1876**	**938**	**938**	**188**	**77**	**111**
Area 2 Total	19.0%	17.5%	**709**	**355**	**354**	**61**	**17**	**44**
Area 3 Total	19.9%	18.4%	**745**	**373**	**372**	**64**	**18**	**46**
Area 4 Total	10.9%	10.1%	**406**	**203**	**203**	**35**	**10**	**25**
Development Total	100.0%	100.0%	**3736**	**1869**	**1867**	**348**	**122**	**226**

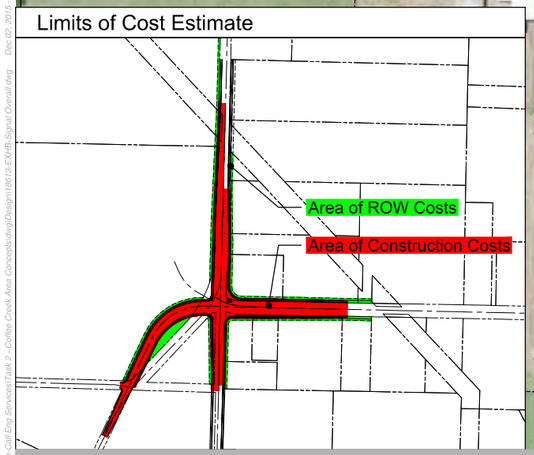


Coffee Creek Area Concepts

Preliminary Design Subject to
Date: Decem

12' Travel Lane
12' Travel Lane
SW Grahams Ferry Rd.
Cahalin Rd.
45:1 Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
Coffee Creek Correctional Facility
14' Turn Lane
SW Garden Acres Rd.
350' Taper
SW Grahams Ferry Rd.
630' Taper
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
300' Lane Drop
300' Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
630' Taper
SW Day Rd.
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane

Limits of Cost Estimate



SCALE: 1"=150'
150 75 0 150

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
PHONE (503) 228-5230
CONTACT Fred Wismer or Joey Bansen

Grahams Ferry Road & Day Road Signal

Wilsonville, Oregon

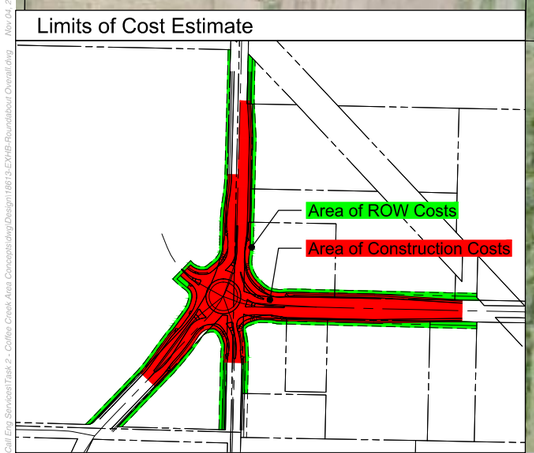
Coffee Creek Area Concepts

Coffee Creek Correctional Facility

SW Grahams Ferry Rd.

14' Median
12' Travel Lane
12' Travel Lane
115' Lane Taper
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
12' Travel Lane
125' Queue
165' Lane Taper
SW Grahams Ferry Rd.
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Median
12' Travel Lane
SW Garden Acres Rd.
10' Combined Pathway (Typ.)
325' Lane Drop
125' Taper
12' Travel Lane
12' Travel Lane
14' Median
12' Travel Lane
12' Travel Lane
5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
300' Drop Lane
SW Day Rd.
300' Taper to 3-lane section

Limits of Cost Estimate



SCALE: 1"=100'
100 50 0 100

KITTELSON & ASSOCIATES, INC.
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Grahams Ferry Road & Day Road Roundabout

Wilsonville, Oregon

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Coffee Creek Area Concepts

SW Grahams Ferry Rd.

10' Combined Path (Typ.)

30.0'

10.0'

120.0'
(180'ICD)

20.0'

15' Travel Lane

15' Travel Lane

5' Sidewalk (Typ.)
6' Planter Strip (Typ.)
6' Bicycle Lane (Typ.)
12' Travel Lane (Typ.)
12' Travel Lane (Typ.)
14' Median (Typ.)
12' Travel Lane (Typ.)
12' Travel Lane (Typ.)
6' Bicycle Lane (Typ.)
6' Planter Strip (Typ.)
5' Sidewalk (Typ.)

SW Day Rd.

Truck Apron (Typ.)

10' PUE (Typ.)

Proposed ROW (Typ.)

Existing ROW (Typ.)

SW Grahams Ferry Rd.

SW Garden Acres Rd.

SCALE: 1"=50'

50 25 0 50

KITTELSON & ASSOCIATES, INC.
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Grahams Ferry Road & Day Road Roundabout

Wilsonville, Oregon

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Wilsonville Basalt Creek West Railroad Study
Future Build Conditions
2046

Summary Table

ID	Software/Method	Intersection	Control Type	V/C Ratio	Delay	LOS
1	Synchro HCM 7th Stop Control	Morgan Rd & Tonquin Rd	TWSC	0.32/0.08	8.4/13.6	A/B
2	Synchro HCM 7th Stop Control	North Site Access/Waldo Wy & Tonquin Rd	TWSC	0.37/0.11	8.2/32.3	A/D
3	Synchro HCM 7th Signal	Basalt Creek Pkwy/124th Ave & Tonquin Rd	Signal	0.79	64.0	E
4	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Tonquin Rd	TWSC	0.13/0.38	8.5/21.1	A/C
5	Synchro HCM 7th Signal	Grahams Ferry Rd & Basalt Creek Pkwy	Signal	0.58	18.8	B
6	Synchro HCM 7th Signal	Garden Acres Rd & Grahams Ferry Rd & Day Rd	Signal	0.83	23.8	C
7	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Clutter Rd	*This intersection will be closed in 2046*			
8	Synchro HCM 7th Stop Control	Grahams Ferry Rd & South Site Access	TWSC	0.17/0.43	8.8/25	A/C
9	Synchro HCM 7th Stop Control	Grahams Ferry Rd & Wheatland Dr	TWSC	0.16/0.01	0/12.1	A/B

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	105	456	5	25
Future Vol, veh/h	306	10	105	456	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	2	2	12	12
Mvmt Flow	369	12	127	549	6	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	1177	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	802	-
Critical Hdwy	-	-	4.12	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.218	-	3.608	3.408
Pot Cap-1 Maneuver	-	-	1178	-	202	650
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1178	-	180	650
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.58	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1178	-
HCM Lane V/C Ratio	0.08	-	-	0.107	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Future Vol, veh/h	0	320	6	55	550	10	11	0	101	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	15	-	-	15	-	-	25	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	356	7	61	611	11	12	0	112	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	622	0	0	362	0	0	1092	1103	359	1094	1101	617
Stage 1	-	-	-	-	-	-	359	359	-	739	739	-
Stage 2	-	-	-	-	-	-	733	744	-	356	362	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	940	-	-	1175	-	-	189	208	677	188	208	483
Stage 1	-	-	-	-	-	-	651	620	-	403	418	-
Stage 2	-	-	-	-	-	-	406	415	-	654	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	940	-	-	1175	-	-	179	197	677	149	198	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	197	-	149	198	-
Stage 1	-	-	-	-	-	-	651	620	-	382	396	-
Stage 2	-	-	-	-	-	-	385	394	-	545	618	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	12.87	32.27
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	677	940	-	-	1175	-	-	149
HCM Lane V/C Ratio	0.068	0.166	-	-	-	0.052	-	-	0.112
HCM Ctrl Dly (s/v)	26.6	11.4	0	-	-	8.2	-	-	32.3
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.6	0	-	-	0.2	-	-	0.4

HCM 7th Signalized Intersection Summary
3: Basalt Creek Pkwy/124th Ave & Tonquin Rd

Future 2046 Bu
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Future Volume (veh/h)	66	126	299	0	181	55	383	535	5	50	680	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1811	1811	1811
Adj Flow Rate, veh/h	71	135	322	0	195	59	412	575	5	54	731	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	6	6	6
Cap, veh/h	80	414	709	1	211	64	408	1137	10	69	716	59
Arrive On Green	0.05	0.23	0.23	0.00	0.16	0.16	0.23	0.63	0.63	0.04	0.43	0.43
Sat Flow, veh/h	1711	1796	1522	1739	1346	407	1739	1807	16	1725	1651	136
Grp Volume(v), veh/h	71	135	322	0	0	254	412	0	580	54	0	791
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	0	1753	1739	0	1823	1725	0	1787
Q Serve(g_s), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Cycle Q Clear(g_c), s	6.2	9.3	21.4	0.0	0.0	21.3	35.0	0.0	25.8	4.6	0.0	64.7
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	80	414	709	1	0	275	408	0	1147	69	0	775
V/C Ratio(X)	0.88	0.33	0.45	0.00	0.00	0.92	1.01	0.00	0.51	0.79	0.00	1.02
Avail Cap(c_a), veh/h	80	414	709	58	0	286	408	0	1147	116	0	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.6	47.7	27.0	0.0	0.0	62.0	57.1	0.0	15.1	71.0	0.0	42.2
Incr Delay (d2), s/veh	61.6	0.2	0.2	0.0	0.0	32.4	46.9	0.0	0.4	7.2	0.0	37.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.2	7.9	0.0	0.0	12.0	20.7	0.0	10.7	2.2	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.3	47.9	27.2	0.0	0.0	94.3	104.0	0.0	15.4	78.2	0.0	79.7
LnGrp LOS	F	D	C			F	F		B	E		F
Approach Vol, veh/h		528			254			992			845	
Approach Delay, s/veh		46.6			94.3			52.2			79.6	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	99.3	0.0	39.9	39.0	70.2	11.0	28.9
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Max Green Setting (Gmax), s	10.0	89.7	5.0	26.3	35.0	64.7	7.0	24.3
Max Q Clear Time (g_c+I1), s	6.6	27.8	0.0	23.4	37.0	66.7	8.2	23.3
Green Ext Time (p_c), s	0.0	4.6	0.0	0.4	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

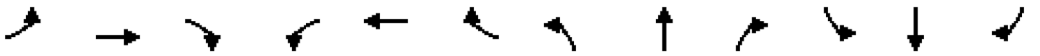
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	55	65	190	260	141
Future Vol, veh/h	121	55	65	190	260	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	3	3	1	1
Mvmt Flow	136	62	73	213	292	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	371	451	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.13	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.227	-	-	-
Pot Cap-1 Maneuver	383	666	1105	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	666	1105	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.93	2.16	0
HCM LOS	C		

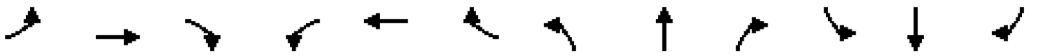
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1105	-	358	666	-	-
HCM Lane V/C Ratio	0.066	-	0.38	0.093	-	-
HCM Ctrl Dly (s/v)	8.5	-	21.1	11	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Future Volume (veh/h)	15	519	445	20	438	115	520	120	90	85	235	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1900	1900	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	16	558	478	22	471	124	559	129	97	91	253	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	0	0	0	4	4	4	3	3	3
Cap, veh/h	269	1021	790	233	847	221	591	322	242	490	338	15
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.22	0.33	0.33	0.07	0.19	0.19
Sat Flow, veh/h	790	3413	1522	553	2831	740	1753	975	733	1767	1765	77
Grp Volume(v), veh/h	16	558	478	22	299	296	559	0	226	91	0	264
Grp Sat Flow(s),veh/h/ln	790	1706	1522	553	1805	1767	1753	0	1709	1767	0	1842
Q Serve(g_s), s	0.9	6.9	11.0	1.7	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Cycle Q Clear(g_c), s	7.9	6.9	11.0	8.6	7.0	7.1	11.0	0.0	5.1	2.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.43	1.00		0.04
Lane Grp Cap(c), veh/h	269	1021	790	233	540	528	591	0	563	490	0	353
V/C Ratio(X)	0.06	0.55	0.61	0.09	0.55	0.56	0.95	0.00	0.40	0.19	0.00	0.75
Avail Cap(c_a), veh/h	364	1431	973	300	757	741	591	0	986	543	0	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	14.7	8.5	18.3	14.7	14.8	13.1	0.0	13.0	14.3	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.3	0.3	24.5	0.0	0.6	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.3	2.7	0.2	2.5	2.5	7.9	0.0	1.8	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	14.9	8.7	18.4	15.1	15.1	37.6	0.0	13.5	14.5	0.0	20.3
LnGrp LOS	B	B	A	B	B	B	D		B	B		C
Approach Vol, veh/h		1052			617			785			355	
Approach Delay, s/veh		12.1			15.2			30.6			18.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	22.0		20.0	15.0	15.1		20.0				
Change Period (Y+Rc), s	4.5	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	5.1	28.9		21.0	11.0	23.5		21.0				
Max Q Clear Time (g_c+I1), s	4.0	7.1		13.0	13.0	8.8		10.6				
Green Ext Time (p_c), s	0.0	1.6		1.9	0.0	0.8		0.6				

Intersection Summary			
HCM 7th Control Delay, s/veh		18.8	
HCM 7th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Future Volume (veh/h)	65	95	310	315	130	10	10	100	50	205	100	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	100	326	332	137	11	11	105	53	216	105	421
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	204	664	440	789	668	177	419	212	346	131	537
Arrive On Green	0.05	0.53	0.53	0.42	0.42	0.42	0.01	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	3456	386	1258	961	1870	1585	1781	1172	592	931	453	1585
Grp Volume(v), veh/h	68	0	426	332	137	11	11	0	158	321	0	421
Grp Sat Flow(s),veh/h/ln	1728	0	1644	961	1870	1585	1781	0	1764	1384	0	1585
Q Serve(g_s), s	1.5	0.0	13.0	26.5	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Cycle Q Clear(g_c), s	1.5	0.0	13.0	31.1	3.6	0.3	0.3	0.0	5.0	16.9	0.0	18.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.34	0.67		1.00
Lane Grp Cap(c), veh/h	170	0	868	440	789	668	177	0	631	478	0	537
V/C Ratio(X)	0.40	0.00	0.49	0.75	0.17	0.02	0.06	0.00	0.25	0.67	0.00	0.78
Avail Cap(c_a), veh/h	285	0	928	443	795	674	271	0	817	550	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	11.9	24.4	14.2	13.3	20.3	0.0	17.8	25.9	0.0	23.4
Incr Delay (d2), s/veh	1.5	0.0	0.4	7.1	0.1	0.0	0.1	0.0	0.2	2.6	0.0	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	6.5	1.5	0.1	0.1	0.0	2.0	5.6	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	0.0	12.3	31.6	14.3	13.3	20.4	0.0	18.1	28.5	0.0	29.1
LnGrp LOS	D		B	C	B	B	C		B	C		C
Approach Vol, veh/h		494			480			169			742	
Approach Delay, s/veh		15.8			26.2			18.2			28.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	5.4	27.4	8.4	37.7		32.7		46.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	27.0	6.5	33.5		36.5		44.5				
Max Q Clear Time (g_c+I1), s	2.3	20.8	3.5	33.1		7.0		15.0				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1		0.9		3.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		23.8	
HCM 7th LOS		C	

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	122	36	6	245	500	55
Future Vol, veh/h	122	36	6	245	500	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	136	40	7	272	556	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	586	617	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	316	503	944	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	313	503	944	-	-	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.18	0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	43	-	313	503	-	-
HCM Lane V/C Ratio	0.007	-	0.432	0.08	-	-
HCM Ctrl Dly (s/v)	8.8	0	25	12.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	2.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	251	531	5
Future Vol, veh/h	0	5	0	251	531	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	6	0	279	590	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	872	593	596	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	324	509	961	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	509	961	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	509	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Basalt Creek Master Plan – Proposed Comprehensive Plan Text Amendments – DRAFT May 2026

Proposed added language **bold underline.** Proposed removed language ~~struck through~~.

COMPREHENSIVE PLAN[1]

The Wilsonville Comprehensive Plan was revised in entirety and adopted by City Council Ord. No. 517 on October 16, 2000. It has been amended since then by the ordinances and resolutions below. These ordinances have been incorporated into the July 2024 Comprehensive Plan.

Legislative Amendments

Ord. No.	Description	Adoption Date
903	Housing Statutory Compliance	6-1-2026
902	Revise The Definition Of Abandoned Vehicles And To Reduce The Duration Allowed For Parking On Public Streets.	4-20-2026
901	2026 Economic Opportunities Analysis (EOA) And The Accompanying Economic Development Strategy (EDS) As A Sub-Element Of The Wilsonville Comprehensive Plan.	3-2-2026
900	Implementing An Administrative Warrants Process	11-17-2025
899	Adopting The Climate Friendly And Equitable Communities (CFEC) Parking Compliance Development Standards	7-1-2025
898	City of Wilsonville 2025-2045 Housing Needs and Capacity Analysis Adoption and Comprehensive Plan Text Amendments	6-16-2025
897	Zone Map Amendment On Frog Pond Lane For Residential Development	1-6-2025
896	Annexing 9.0 Acres on Frog Pond Lane For Residential Development	1-6-2025
895	Zone Map Amendment 8.66 Acres At OREPAC Properties	10-7-24
894	Vacation of Public Right-Of-Way For Extension of Bailey Street	10-7-2024
893	Adding Code Sections 2.380 Through 2.386 Concerning Diversity, Equity, and Inclusion	9-5-2024
892	Code To Implement Frog Pond East And South Master Plan	12-2-2024
891	Public Contracts Repealing and Replacing Code Sections	5-20-2024
890	Stormwater Master Plan Adoption	4-15-2024
888	Wastewater Treatment Plant Master Plan Adoption	1-18-2024
880	Transit Master Plan Adoption	7-17-2023

[1]Editor's note(s)—Printed herein is the Comprehensive Plan of the City of Wilsonville revised in entirety and adopted by City Council Ordinance No. 517 on October 16, 2000. It has been amended since then by the ordinances listed in the table of legislative amendments. These ordinances have been incorporated into the current Comprehensive Plan. Amendments to the ordinance are indicated by parenthetical history notes following amended provisions. The absence of a history note indicates that the provision remains unchanged from the original ordinance. Obvious misspellings and punctuation errors have been corrected without notation. Additions made for clarity are indicated by brackets.

877	Frog Pond East and South Master Plan - Transportation System Plan Amendments	5-1-2023
871	Aurora Airport Good Neighbor Policies - Comprehensive Plan Text and Map Amendments	12-19-2022
870	Frog Pond East and South Master Plan Adoption and Comprehensive Plan Text and Map Amendments	12-19-2022
851	Middle Housing in Wilsonville - Comprehensive Plan Text Amendments, Frog Pond West Master Plan Amendments, Villebois Village Master Plan Amendments	10-18-2021
850	Town Center Plan - Town Center Streetscape Plan Adoption	10-18-2021
846	Town Center Plan - Transportation System Plan Amendments	11-16-2020
841	Residential Density Clarification - Comprehensive Plan Text and Map Amendments	5-4-2020
835	Town Center Plan Adoption and Comprehensive Plan Map and Text Amendments	6-5-2019
834	Basalt Creek Concept Plan - Comprehensive Plan and Map Amendments, Transportation System Plan Amendments	4-15-2019
828	Transit Master Plan Amendments (Program Enhancement Strategy)	10-15-2018
826	Parks and Recreation Comprehensive Master Plan Adoption	10-15-2018
825	Accessory Dwelling Units Senate Bill 1051 (2017) Compliance-Comprehensive Plan Text Amendments	10-15-2018
815	Water Treatment Plan Master Plan Adoption	5-7-2018
806	Frog Pond West Master Plan Adoption and Comprehensive Plan Text and Map Amendments	7-17-2017
805	Transit Master Plan Adoption *(Replaced by Ord. No. 880, adopted 1-18-2024)*	7-17-2017
789	Transportation Plan Amendments (2016 minor amendments)	5-16-2016
Res. 2536	Parks and Recreation Master Plan - Updated Master Plan for Memorial Park Improvements Adoption	6-1-2015
766	Wastewater Collection System Master Plan Adoption	2-19-2015
742	Wilsonville Residential Land Study Adoption ***(Replaced by Ord. No. ___, adopted [add date])***	5-19-2014
724	Villebois Village Master Plan Amendments (Adoption of plan for southwest "Future Study Area" aka SAP S PDP 7 "Grande Pointe")	10-21-2013
718	Transportation System Plan Adoption and Comprehensive Plan Text Amendments	6-17-2013
707	Water System Master Plan Adoption	9-6-2012
700	Stormwater Master Plan Adoption *(Replaced by Ord. No. 890, adopted 4-15-2024)*	2-23-2012
681	Villebois Village Master Plan Amendments (relocation of primary school)	7-19-2010
676	Accessory Dwelling Units—Comprehensive Plan Text Amendments	3-3-2010

674	Metro Title 13 Nature in Neighborhoods—Comprehensive Plan Text Amendments	11-16-2009
671	Transportation/IAMP—Comprehensive Plan Text Amendments	11-16-2009
670	Transportation System Plan Amendments (integration of I-5/Wilsonville Road Interchange Area Management Plan (IAMP))	11-16-2009
658	Transportation System Plan Amendment (reclassification of SW Bailey Street east of SW Boones Ferry from local to minor collector)	12-29-2008
653	Transit Master Plan Adoption *(Replaced by Ord. No. 805, adopted 6-17-2017)*	7-7-2008
638	Statewide Planning Goal 9: Economic Opportunities Analysis Adoption	12-3-2007
637	Coffee Creek 1 Master Plan Adoption *(Repeals Area H)*	10-15-2007
625	Parks and Recreation Master Plan Adoption *(Replaced by Ord. No. 826, adopted 10-15-2018)*	9-17-2007
623	Bicycle and Pedestrian Master Plan Adoption	12-20-2006
612	Transportation Plan Amendment (minor amendment for placement of curb extensions in Villebois Village Center)	6-19-2006
609	Villebois Village Master Plan Amendments (parks and stormwater)	5-15-2006
608	Stormwater Master Plan Amendments *(Replaced by Ord. No. 700, adopted 2-23-2012)*	4-6-2006
594	Villebois Village Master Plan Amendments (land use, street pattern, parks, school site)	12-3-2005
591	Wastewater Facility Plan Amendments *(Replaced by Ord. No. 888, adopted 1-18-2024)*	11-7-2005
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land and Creation of Regionally Significant Industrial Land Designation - Comprehensive Plan Text and Map Amendments	11-1-2004
573	Memorial Park Master Plan—Memorial Park Trails Plan Adoption	10-4-2004
571	Wastewater Facility Plan Adoption	8-30-2004
566	Villebois Village Master Plan Amendments (revised land use map)	6-21-2004
556	Villebois Village Master Plan Adoption	8-18-2003
552	Transportation Systems Plan Adoption *(Replaced by Ord. No. 718, adopted 6-17-2012)*	6-2-2003
555	Villebois Village Concept Plan—Comprehensive Plan Map Amendment	6-2-2003
554	Villebois Village Concept Plan—Comprehensive Plan Text Amendments	6-2-2003
549	Metro Title 5 Compliance—Comprehensive Plan Text Amendments	10-21-2002
547	Transportation System Plan (1991) Amendment (SW Elligsen Road widening for Argyle Square)	10-7-2002
531	Water System Master Plan Adoption *(Replaced by Ord. No. 707, adopted 9-6-2012)*	1-24-2002

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530	Wastewater Collection System Master Plan *(Replaced by Ord. No. 766, adopted 2-19-2015)*	7-17-2001
515	Stormwater Master Plan Adoption *(Replaced by Ord. No. 700, adopted 2-23-2012)*	6-7-2001
516	Natural Resources Plan Adoption and Comprehensive Plan Text and Map Amendments	6-7-2001

No additional changes proposed in this section*

ECONOMIC DEVELOPMENT

Industrial development has historically been a primary element of Wilsonville's economic growth and identity. Over time, the City's economy has expanded to include a broader mix of commercial, office, professional service, technology, logistics, and employment uses that contribute to a diverse and resilient local economy. Housing development has also increased substantially in recent decades and continues to play an important role in supporting the City's workforce, economic competitiveness, and overall quality of life. Wilsonville's strategic location within the Portland metropolitan region, proximity to major transportation corridors, and supply of industrial and employment land have positioned the City as a significant regional employment center and an attractive location for continued economic investment and development.

Metro and more recent local planning efforts project continued employment and housing growth in Wilsonville over the next twenty years. Wilsonville's Economic Opportunities Analysis (EOA) projects employment growth from approximately 33,165 jobs in 2026 to approximately 39,297 jobs by 2046, representing an increase of more than 6,100 jobs over the twenty-year planning period. Population and household growth are also expected to continue, although at a slower pace than previous decades as regional growth trends moderate. Despite continued housing growth, Wilsonville is expected to remain a major regional employment center with a significant concentration of industrial, manufacturing, warehousing, logistics, and technology-related employment uses.

Economic conditions in Wilsonville and the broader Portland metropolitan region have fluctuated over time in response to national, regional, and global economic cycles. Wilsonville's economy has evolved from its early industrial base into a diverse employment center that includes advanced manufacturing, logistics, technology, professional services, health-related industries, and commercial services. Recent economic studies indicate that Wilsonville continues to benefit from its strategic location along the Interstate 5 corridor, proximity to regional freight infrastructure, and supply of industrial employment land. The City remains one of the region's primary employment centers and continues to attract a broad range of businesses and industries that contribute to long-term economic resiliency and diversification.

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (e.g., doctors, lawyers, food, clothing, etc.) for local residents and workers. It should be noted that having adequate commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for air quality and traffic congestion.

While commercial and industrial developments are generally associated with economic growth, housing is also an important element of the local economy. Housing development provides employment in planning, engineering, architecture, construction and real estate. More important, however, is the relationship of the availability of affordable housing to the local labor market. The first section of this element of the Plan is oriented to commercial and industrial development. However, this Plan recognizes the importance of providing housing commensurate with the social and economic needs of local employees and is, therefore, followed by a section on housing.

The State's Economic Development Goal (Goal 9) is, "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens." Prior to adoption of this statewide goal, Wilsonville had developed the 1971 General Plan. The 1971 General Plan's goals and objectives included:

> To develop an attractive and economically sound community.
>
> Encourage commercial and industrial development to provide a balanced tax base and take advantage of the City's strategic location along I-5 and the rail line.
>
> Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth.
>
> Protect industrial lands from incompatible uses.
>
> Encourage only industries interested in and willing to participate in development and preservation of a high-quality environment.
>
> Encourage incorporation of large office complexes in industrial parks.
>
> Develop performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial uses.
>
> Plan for industry to take advantage of the railroad and I-5 where necessary services can be provided.

These goals and objectives are still as much value today, as they were in 1971. In addition, the 1971 Plan attempted to provide for a reasonable amount of commercial facilities in a planned relationship to the people they will serve. Commercial areas were designated to reinforce existing development patterns and to be centered along Wilsonville Road and the north freeway interchange.

Existing commercial and industrial development has generally conformed to these guidelines and the 1988 Plan reaffirmed them as desirable objectives. The Comprehensive Plan continues to retain a focus on commercial development in the form of centers, rather than strip development.

In 2026, these goals and objectives continue to resonate and remain foundational to Wilsonville's long-term economic vision. Completion of the City's Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS) reaffirmed the importance of maintaining a strong industrial and employment base while also identifying additional opportunities and focus areas intended to support long-term economic resiliency, competitiveness, and community vitality. The EDS emphasizes the importance of maintaining development-ready industrial lands, coordinating strategic infrastructure investments, supporting commercial and mixed-use redevelopment opportunities, and fostering a diverse range of employment sectors, including advanced manufacturing, logistics, technology, professional services, and small business entrepreneurship. The EDS also highlights the importance of supporting tourism, local-serving businesses, unique commercial destinations, and small-scale business opportunities that contribute to Wilsonville's economic identity, quality of life, and fiscal sustainability. Together, these planning efforts reinforce the City's commitment to balancing economic growth, infrastructure readiness, environmental stewardship, and high-quality urban development.

Wilsonville is strategically located within the southern portion of the Portland metropolitan region near the confluence of Interstate 5 and Interstate 205, major freight corridors, rail infrastructure, and regional employment centers. This strategic location continues to make the City highly attractive for industrial, commercial, and employment development. As a result, Wilsonville has a significant opportunity to proactively guide future growth and redevelopment through coordinated land use planning, infrastructure investment, and economic development policies rather than relying solely on market-driven development patterns. Through implementation of the Comprehensive Plan, Economic Development Strategy, infrastructure master plans, and area-specific planning efforts such as the Coffee Creek and Basalt Creek Master Plans, the City can help ensure that future growth supports a strong and diverse economy, development-ready employment lands, high-quality industrial and commercial districts, mixed-use redevelopment opportunities, multimodal transportation systems, and a vibrant community that supports residents, businesses, employees, and visitors alike.

No additional changes proposed in this section

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INDUSTRIAL DEVELOPMENT

Comprehensive Plan Goal 4.1

~~Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas. Therefore, there is little need for more than one industrial designation.~~

Wilsonville shall support a range of industrial and employment designations to accommodate advanced manufacturing, research and development, industrial office, craft industrial, logistics, and other employment uses. Industrial and employment areas shall function as high-quality employment districts that balance economic competitiveness, environmental constraints, infrastructure efficiency, and urban design.

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

Policy 4.1.3 The City of Wilsonville shall encourage a range of employment and industrial uses compatible with the urban nature of the City, including advanced manufacturing, research and development, industrial office, logistics, craft industrial uses, and warehousing where appropriate. The City shall emphasize job density, family-wage jobs, economic productivity, land efficiency, and high-quality urban design within employment districts.

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

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

~~Implementation Measure 4.1.3.c. Favor capital intensive, rather than labor intensive, industries within the City.~~ **Implementation Measure 4.1.3.c. Encourage employment uses that maximize economic productivity, job density, capital investments, innovation, and long-term adaptability.**

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

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

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

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

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

commercial development within Metro's employment areas, the City has been exempted from Metro development standards.

Implementation Measure 4.1.3.i. The City shall limit the maximum amount of square footage of gross leasable retail area per building or business in areas designated for industrial development. In order to assure compliance with Metro's standards for the development of industrial areas, retail uses with more than 60,000 square feet of gross leasable floor area per building or business shall not be permitted in areas designated for industrial development.

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

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

Implementation Measure 4.1.3.l. Encourage growth in emerging and innovative industrial business types, including craft industrial uses, maker spaces, artisan manufacturing, breweries, distilleries, bicycle manufacturing, and similar industries that contribute to a diverse employment base. Designated craft industrial areas may incorporate smaller-scale supporting commercial uses and limited live/work opportunities where compatible with surrounding employment uses.

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

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

Implementation Measure 4.1.3.o. Encourage development-ready parcels that support multiple building types, multiple tenants, incremental development, and long-term adaptability.

Implementation Measure 4.1.3.p. Encourage interconnected street networks and avoid superblock industrial campuses where feasible.

Implementation Measure 4.1.3.q. Support freight mobility, pedestrian and bicycle circulation, and transit-supportive design within employment districts.

Implementation Measure 4.1.3.r. Coordinate development with sewer, water, stormwater, and transportation infrastructure improvements making strategic investments to make industrial land development-ready.

Implementation Measure 4.1.3.s. Encourage high-quality industrial site and building design, including building orientation toward streets, screened parking and loading, and pedestrian-accessible frontages.

Implementation Measure 4.1.3.t. Support trails, shared-use paths, open spaces, and employee amenities within industrial and employment districts.

Implementation Measure 4.1.3.v. Utilize specialized zoning districts or subdistricts, including the Northwest Industrial (NWI) Zone and Craft Industrial (CI) Zone, to implement area Master Plans and the Comprehensive Plan vision for newly developing employment districts.

Implementation Measure 4.1.3.w. Industrial development shall integrate wetlands, streams, buffers, open space systems, trails, recreational opportunities and green infrastructure where feasible.

No additional changes proposed in this section

AREAS OF SPECIAL CONCERN

AREA M

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

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

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

• High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.

• Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.

• Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

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

Design Objectives

(Added per Ord. No. 834, 4-15-2019)

(Deleted per Ord. No. XXX, 10-XX-2026)

No additional changes proposed in this section

AREA N

(Added per Ord. No. 834, 4-15-2019)

(Deleted per Ord. No. XXX, 10-XX-2026)

No additional changes proposed in this section

PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

WORK SESSION

3. Town Center Building Height Waiver (Guile-Hinman)(60 Minutes)

PLANNING COMMISSION MEETING
STAFF REPORT

Meeting Date: June 10, 2026	**Subject: Town Center Building Height Waiver Provision Project** **Staff Member:** Amanda Guile-Hinman, City Attorney Miranda Bateschell, Planning Director **Department:** Legal, Community Development
Action Required	**Advisory Board/Commission Recommendation**
☐ Motion ☐ Public Hearing Date: ☐ Ordinance 1st Reading Date: ☐ Ordinance 2nd Reading Date: ☐ Resolution ☒ Information or Direction ☐ Information Only ☐ Council Direction ☐ Consent Agenda	☒ Approval – Task Force consensus on Option 5 ☐ Denial ☐ None Forwarded ☐ Not Applicable **Comments:** N/A

Staff Recommendation: N/A		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
☒Council Goals/Priorities: Goal 4: Communications & Engagement	☐Adopted Master Plan(s):	☐Not Applicable

ISSUE BEFORE PLANNING COMMISSION:

Review recommendations from the Town Center Building Height Waiver Task Force ("Task Force") and provide further feedback for staff to begin preparing final draft documents for any code amendments for Planning Commission and City Council consideration.

EXECUTIVE SUMMARY:
This staff report provides a summary of input and recommendations received from the Task Force regarding proposed updates to the Town Center building height waiver provision in WC 4.132(.06)D. The staff report will also provide further guidance from the Task Force regarding the menu items in the waiver provision. Staff will be seeking the following input from the Planning Commission:

1. Do any Commissioners have further questions or clarifications regarding the current options to the waiver provision?
2. Having received the Task Force recommendations, are you supportive of moving forward with a recommendation to Council to amend the waiver provision?
3. If so, is your recommendation consistent with the Task Force's preferred Option 5?
4. Does the Commission also support a recommendation to update the menu items? If so, are there specific additions, deletions, or revisions to the categories of menu items that should be considered?

I. TASK FORCE RECOMMENDATIONS

At the May 19, 2026 Task Force meeting, the Task Force considered three prompts: (1) the Task Force's preferred alternative of the updated and new options presented by staff (those options are discussed in further detail below); (2) whether the Task Force favored the preferred alternative or removing the waiver to increase building height in Town Center altogether; and (3) whether the Task Force had any revisions, additions, or deletions to the categories of menu items that staff had compiled for the Task Force's consideration.

A. Updated and New Options for Town Center Building Height Waiver Provision

Based on feedback from the Task Force, Planning Commission, and City Council, staff refined options for the Town Center Task Force to consider in modifying the building height waiver provision. Staff did not include Option 1, as the general consensus appeared to find 7 stories too tall. Staff also did not include Option 4, as it did not receive any significant support from any of the reviewing bodies. A couple of key updates to Options 2 and 3 that were also incorporated into the new Option 5 and Option 6 are: (i) further clarifying the waiver for increased floorplate as it relates to building height (only allowing increased floorplate when combined with a decrease in building height); and (ii) providing the ability to separately consider building height in the western MU area nearest to I-5 and the eastern MU area nearest to the existing residential neighborhood.

Staff updated Option 2 (**Attachment A**) and Option 3 (**Attachment B**), created a new Option 5 from feedback from the Task Force at its April 21 meeting (**Attachment C**), and generated a new Option 6 (**Attachment D**) that is a blending of the prior Option 4 and the new Option 5.

Option 2 (Attachment A): This option allows one additional story in both C-MU and MU, but not if a bonus floor for affordable housing is obtained. The effect would be capping building height maximums at 6 stories for C-MU and 5 stories for MU, when considering both the building height

waiver and bonus floor regulations. Would allow potential for buildings in C-MU and MU to be one story.
UPDATE: (1) further separated/clarified the waiver sought to consider when a larger floorplate may be requested with a building height adjustment (e.g., a larger floorplate may be requested in conjunction with a request to decrease building height, but also did not want to allow both a larger floorplate and an increased building height); and (2) added language for Task Force's consideration of not allowing an additional floor in the MU sub-district east of the Main Street District (closer to the residential area).

Option 3 (Attachment B): This option allows one additional story only in MU, but not C-MU, and does allow a bonus floor for affordable housing. The effect would be capping building height maximums in both C-MU and MU at 6 stories, when considering the building height waiver and bonus floor regulations. Would allow for buildings in C-MU and MU to be one story.
UPDATE: same updates as provided in Option 2.

Option 5 (Attachment C): This option allows only a decrease in building height in the MU subdistrict east of the Main Street District, allows only an increase by one story in building height in both the C-MU subdistrict and MU subdistrict west of the Main Street District. Effect would be capping building height maximum in C-MU to be 6 stories, MU west of MSD to be 5 stories (but neither would allow one-story buildings), and MU east of MSD to be 4 stories (but may be one story). Currently drafted to not allow an increase in building height if a bonus floor for affordable housing is obtained. Contains same updated language described above for Option 2 and Option 3.

Option 6 (Attachment D): This option allows only a decrease in building height in the MU subdistrict east of the Main Street District, like Option 5. However, it differs from Option 5 by only allowing a waiver to increase building height in the MU subdistrict west of the Main Street District but not the C-MU subdistrict. Effect would be capping building height in C-MU to 5 stories unless an affordable housing bonus floor is obtained (with no option to decrease to one story), capping building height in MU west of MSD to 5 stories (with no option to decrease to one story), and MU east of MSD to be 4 stories (but may be one story). Currently drafted to not allow an increase in building height if a bonus floor for affordable housing is obtained. Contains same updated language described above for Option 2 and Option 3.

As provided in Options 5 and 6, an additional consideration for the Task Force was whether to prohibit buildings in C-MU and MU to decrease to one story. The current waiver provision allows the possibility of buildings in C-MU and MU to be one story and, as drafted, Options 2 and 3 also contemplate this possibility for C-MU and MU.

Below is a chart summarizing each of the areas in Town Center relevant to the discussion of the waiver Options described above.

Options	C-MU	MU (west)	MU (east)
Updated Option 2	Increase for either affordable housing bonus floor or waiver; allows decrease **Min = 1 story** **Max = 6 stories** (waiver or bonus floor)	Increase for either affordable housing bonus floor or waiver; allows decrease **Min = 1 story** **Max = 5 stories** (waiver or bonus floor)	Consider only increase for affordable housing bonus floor, potentially not for waiver; allows decrease **Min = 1 story** **Max = 5 stories** (only bonus floor)
Updated Option 3	Only increase for affordable housing bonus floor; allows decrease **Min = 1 story** **Max = 6 stories** (only bonus floor)	Increase for both affordable housing bonus floor and waiver; allows decrease **Min = 1 story** **Max = 6 stories** (waiver and bonus floor)	Consider only increase for affordable housing bonus floor, potentially not for waiver; allows decrease **Min = 1 story** **Max = 5 or 6 stories** (5 if only bonus floor, 6 if waiver and bonus floor)
Option 5	Increase for either affordable housing bonus floor or waiver; no decrease **Min = 2 stories** **Max = 6 stories** (waiver or bonus floor)	Increase for either affordable housing bonus floor or waiver; no decrease **Min = 2 stories** **Max = 5 stories** (waiver or bonus floor)	No increase allowed through waiver, but can increase through affordable housing bonus floor; decrease allowed **Min = 1 story** **Max = 5 stories** (only bonus floor)
Option 6	Only increase for affordable housing bonus floor; no decrease **Min = 2 stories** **Max = 6 stories** (only bonus floor)	Allow either (but not both) increase for affordable housing bonus floor or through waiver; but no decrease **Min = 2 stories** **Max = 5 stories** (waiver or bonus floor)	No increase allowed through waiver, but can increase through affordable housing bonus floor; decrease allowed **Min = 1 story** **Max = 5 stories** (only bonus floor)

When considering these four different Options, the Task Force agreed to eliminate Option 3 from consideration. The Task Force then discussed the remaining three options. The Task Force then performed a "dot exercise" where each person was given two different colored dots, one color representing the person's highest preferred Option and a second color representing the person's second highest preferred Option. Staff placed posters on a wall for the stickers to be placed. Staff also instructed Task Force members to write any notes next to their choice(s) if there were additional modifications that the Task Force member wanted to see in the Option they selected.

From this dot exercise, the Task Force members made the following selections:

Option 2:

- #1 dots – 2
- #2 dots – Zero
- Notes – each of the #1 dots included the following note that MU (east) area should not be allowed to increase its building height beyond four stories; in other words, not allowing a waiver to increase building height and also remove the ability to obtain a bonus floor for affordable housing.

Option 5:

- #1 dots – 5
- #2 dots – 1
- Notes – one of the #1 dots included the following note that MU (east) area should not be allowed to increase its building height beyond four stories.

Option 6:

- #1 dots – 1
- #2 dots –7
- Notes – 3 of the #2 dots included the following note that MU (east) area should not be allowed to increase its building height beyond four stories.

During the debrief of the dot exercise, the two Task Force members who put Option 2 as their highest preferred alternative stated that they would be fine recommending Option 5 if it included the provision of not allowing MU (east) to increase in building height beyond four stories. A third Task Force member had placed Option 5 as their highest preferred alternative but had included the note that MU (east) should not be allowed to increase its building height beyond four stories.

Ultimately, of the eight Task Force members present, the final consensus was:

- 4 Task Force members wanted to keep Option 5 as is
- 3 Task Force members were comfortable with Option 5 with a revision to limit MU (east) to four stories
- 1 Task Force member was comfortable with Option 5 but was undecided as to whether to limit the height in MU (east) to four stories

It should be noted that a change to limit the building height of MU (east) to four stories is, technically, outside the scope of this project as it would require an update to another provision in the Code (that is, WC 4.132(.06)C) in addition to updating the waiver provision (WC 4.132(.06)D). However, all considerations of the Task Force are being brought forward to the Planning Commission for its input and direction to Council and staff.

B. Preferred Alternative v. Eliminating Waiver to Increase Building Height Altogether

Having received feedback from the Task Force of a preferred alternative in Option 5 (with an open question about the height limitation for MU (east)), staff then asked the Task Force to deliberate and determine if there was a consensus recommendation whether to eliminate the

waiver to increase the building height altogether or to move forward with Option 5. The Task Force determined 6-to-2 that Option 5 was preferred over eliminating the waiver to increase building height altogether.

C. Menu Items

The Task Force also discussed the two menus in the waiver provision. The menus were generally divided, at the direction of the Planning Commission in 2019, into two categories: (1) to address the impact of building size to ensure that building mass did not adversely impact the desired feel of Town Center; and (2) to provide additional community benefit.

Staff prepared a list of concepts within each category as a starting point for the Task Force's input and feedback. Additional notes are provided below each menu item concept from the Task Force's input. During the discussion, another concept was also discussed – the idea of a developer either compensating the City a certain percentage of the value of the development to be paid into a fund for Town Center projects (e.g., public art, plazas/green space, a parking structure, business retention support, etc.) or else select one item from each menu which have a total value of the same percentage that would otherwise be paid into the fund. The Task Force discussed avoiding having menu items that are not commensurate with the impact of the development.

Community Benefit:

- Local hiring for development
    - Members felt that this concept does not directly connect to or focus on the success of Town Center
- Plaza, with programmed improvements (furniture, active space)
- Public rooftop amenities
    - Members were concerned that this option would be very challenging and expensive to be functional, likely resulting in it not occurring, particularly if what is being sought is a restaurant/bar-type of amenity
- Public art approved through the City Arts, Culture, and Heritage Commission
- Inclusive design (beyond ADA requirements)
- Supporting existing local business in Town Center
    - Providing subsidy or constructing tenant improvements (at developer's cost) for an existing Town Center business to relocate into the ground floor space
- *For Option 3* affordable housing at a rate higher than contemplated in the bonus floor
    - This was eliminated from consideration with the removal of Option 3

Mitigating Building Impact:

- Best practices on ground floor design for pedestrian experience
- Best practices on building form to create more light and air
- Creating a community gathering space internal to the building
- Promoting environmental stewardship
- Build tenant-ready space for desired businesses
    - Restaurants, smaller spaces for local businesses, childcare facilities

Staff also suggested an additional catch-all item of other innovative ideas that achieve each of the two categories and is reflected in the vision and goals of the Town Center Plan. This additional catch-all offers flexibility for ideas that may have not been contemplated but still embody the vision of the Town Center Plan

II. QUESTIONS FOR PLANNING COMMISSION

1. Do any Commissioners have further questions or clarifications regarding the current options to the waiver provision?
2. Having received the Task Force recommendations, are you supportive of moving forward with a recommendation to Council to amend the waiver provision?
3. If so, is your recommendation consistent with the Task Force's preferred Option 5?
4. Does the Commission also support a recommendation to update the menu items? If so, are there specific additions, deletions, or revisions to the categories of menu items that should be considered?

ATTACHMENTS:

A. Updated Option 2
B. Updated Option 3
C. Option 5
D. Option 6

ATTACHMENT A-Updated Option 2

Section 4.132. Town Center Zone.

...

(.06) *Design and Development Standards:*

...

C. *Development Standards.* Development standards apply to all new development within the Town Center boundary.

Table 2. Town Center Development Standards [1]				
	Town Center			
STANDARD	**SUB-DISTRICT**			
	MSD	**N-MU**	**MU**	**C-MU**
Front setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	20 ft.	20 ft.	20 ft.	10 ft.
Side facing street on corner and through lots				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Side yard				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Rear setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft.	20 ft.	20 ft.	20 ft.
Building height (stories) [3]				
Minimum	two	two	two	two
>Maximum (stories/feet) [4]	four	three	four	five
Ground floor height minimum [5]	15 ft.	12 ft.	12 ft.	15 ft.
Ground floor uses	Mixed-use buildings required within 200 feet of the Park Place/Courtside Drive intersection.	N/A	N/A	N/A
Building site coverage maximum	90%	75%	90%	90%
Minimum landscaping	10%	15%	10%	10%
Minimum building frontage	70%	25%	50%	50%
Residential density (units per acre)				
Minimum [6]	40	16	40	40
Maximum	None	40	None	None

[1] This table does not apply to existing development. All new buildings in the district must meet these development standards.

[2] For commercial development, the maximum front and street side yard setback is ten feet. For mixed-use and residential only development, the maximum front setback is 20 feet. Front setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses. A variety of building setbacks are encouraged.

[3] Second stories or higher in buildings must be useable. No false front buildings are permitted.

[4] Within the MSD, MU and C-MU sub-districts, the maximum number of building stories may be increased by one story if a minimum of 25 percent of the units of the bonus floor area are affordable, with rental rates /mortgage restrictions for a minimum of ten years, to households earning at or below 80 percent of median family income of Wilsonville.

[5] This standard does not apply to residential only buildings.

[6] Minimum residential density applies to residential-only development. There is no minimum residential density for mixed-use development.

D. *Waivers to Development Standards.* Development standards apply to all new development within the Town Center boundary.

The ~~Development Review Board (DRB)~~Review Authority may approve the following waivers within the MU and C-MU sub-districts:

1. An increase in ~~to~~ the size of the ground floor of a building floorplate, which may be combined with a waiver to decrease the number of stories as contemplated in subsection D.(2) below, but cannot be combined with a waiver to increase the number of stories as contemplated in subsection D.(3) below.
2. A decrease ~~and/or of~~in the number of stories of a building.
3. An increase ~~of~~in the number of stories of a building by one story in the C-MU sub-district and the MU sub-district ***[west of the MSD sub-district]***. ~~within the MU and C-MU sub-districts,~~

Any waiver sought under this subsection D must ~~be~~also meet the requirements in~~consistent with the provisions of~~ Section 4.11~~9~~8 ~~(.03)~~ and ~~if~~ one item from each of the two following menus ~~are~~ must be met in a manner to clearly go substantially above and beyond Code requirements and typical building and site design to create a sense of place and mitigate negative impacts of the project related to the reason for the waiver. A waiver to increase the number of stories may not be obtained if a development includes a bonus floor as allowed pursuant to Table 2, Note 4. Notwithstanding Section 4.119, waivers to the size of the ground floor building floorplate or number of stories is not allowed in the MSD and N-MU sub-districts, nor is an applicant allowed to seek a waiver to these standards under Section 4.119 absent compliance with this subsection D. Items chosen from the menus shall account for need based on adjacent sites or the surrounding area:

Menu One:

1. Public amenities, such as a plaza or other community gathering space, incorporated into the building design. Public plaza or other gathering spaces located in a prominent, visible location adjacent to a public street and include movable furniture that is functional and visually interesting.
2. Public community meeting space provided within the building.
3. Provision of ground floor facades that include additional supporting storefronts. The primary entrance of all businesses shall be located on the primary street frontage.

Commented [AGH1]: Allows decrease to one story in all of C-MU and MU

Commented [AGH2]: Allows one additional story in both C-MU and MU

Commented [AGH3]: Consideration of prohibiting increase in MU subdistrict east of MSD.

Commented [AGH4]: Does not allow both bonus floor for affordable housing and waiver to increase building height.

4. Provision of incubator space on site, either within or adjacent to the development that provides below market lease rates for small businesses.
5. Provision of affordable housing on the development site, consistent with the provisions of Table 2, footnote 4.

Menu Two:

1. Innovative building techniques, such as rainwater harvesting, graywater systems, green roofs, or other environmental systems, shall be incorporated into the building design to significantly reduce impact to the environment.
2. Building architecture that creates a distinctive community landmark exemplifying the preferred materials and form for Town Center described in Subsection 4.132(.06)M. and discussed in the Town Center Plan.
3. Pedestrian-oriented and creative lighting incorporated into landscape features and plazas and/or interior window retail displays that are lit at night.
4. Achievement of LEED certification, Earth Advantage, or another recognized environmental certification.
5. Installation of public art, consistent with the provisions of Subsection 4.132(.06)K. for art within plaza areas.

....

ATTACHMENT B - Updated Option 3

Section 4.132. Town Center Zone.

...

(.06) *Design and Development Standards:*

...

C. *Development Standards.* Development standards apply to all new development within the Town Center boundary.

Table 2. Town Center Development Standards [1]				
	Town Center			
STANDARD	**SUB-DISTRICT**			
	MSD	**N-MU**	**MU**	**C-MU**
Front setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	20 ft.	20 ft.	20 ft.	10 ft.
Side facing street on corner and through lots				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Side yard				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Rear setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft.	20 ft.	20 ft.	20 ft.
Building height (stories) [3]				
Minimum	two	two	two	two
>Maximum (stories/feet) [4]	four	three	four	five
Ground floor height minimum [5]	15 ft.	12 ft.	12 ft.	15 ft.
Ground floor uses	Mixed-use buildings required within 200 feet of the Park Place/Courtside Drive intersection.	N/A	N/A	N/A
Building site coverage maximum	90%	75%	90%	90%
Minimum landscaping	10%	15%	10%	10%
Minimum building frontage	70%	25%	50%	50%
Residential density (units per acre)				
Minimum [6]	40	16	40	40
Maximum	None	40	None	None

[1] This table does not apply to existing development. All new buildings in the district must meet these development standards.

[2] For commercial development, the maximum front and street side yard setback is ten feet. For mixed-use and residential only development, the maximum front setback is 20 feet. Front setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses. A variety of building setbacks are encouraged.

[3] Second stories or higher in buildings must be useable. No false front buildings are permitted.

[4] Within the MSD, MU and C-MU sub-districts, the maximum number of building stories may be increased by one story if a minimum of 25 percent of the units of the bonus floor area are affordable, with rental rates /mortgage restrictions for a minimum of ten years, to households earning at or below 80 percent of median family income of Wilsonville.

[5] This standard does not apply to residential only buildings.

[6] Minimum residential density applies to residential-only development. There is no minimum residential density for mixed-use development.

D. *Waivers to Development Standards.* Development standards apply to all new development within the Town Center boundary.

The ~~Development Review Board (DRB)~~Review Authority may approve the following waivers within the MU and C-MU sub-districts~~to~~:

1. An increase in the size of the ground floor of a building floorplate, which may be combined with a waiver to decrease the number of stories as contemplated in subsection D.(2) below, but cannot be combined with a waiver to increase the number of stories as contemplated in subsection D.(3) below.
2. A decrease in ~~and/or~~ the number of stories of a building.
3. An increase in the number of stories of a building by one story in the MU sub-district ***[west of the MSD sub-district]*** ~~within the MU and C-MU sub-districts~~.

Any waiver sought under this subsection D must ~~,~~ meet the requirements in~~consistent with the provisions of~~ Section 4.11~~9~~8 ~~(.03)~~ and ~~if~~ one item from each of the two following menus are met in a manner to clearly go substantially above and beyond Code requirements and typical building and site design to create a sense of place and mitigate negative impacts of the project related to the reason for the waiver. A waiver to increase the number of stories of a building in subsection D.(3) is in addition to the allowed bonus floor identified in Table 2, Note 4. Notwithstanding Section 4.119, waivers to the size of the ground floor building floorplate or number of stories is not allowed in the MSD and N-MU subdistricts, nor is an applicant allowed to seek a waiver to these standards under Section 4.119 absent compliance with this subsection D. Items chosen from the menus shall account for need based on adjacent sites or the surrounding area:

Menu One:

1. Public amenities, such as a plaza or other community gathering space, incorporated into the building design. Public plaza or other gathering spaces located in a prominent, visible location adjacent to a public street and include movable furniture that is functional and visually interesting.
2. Public community meeting space provided within the building.
3. Provision of ground floor facades that include additional supporting storefronts. The primary entrance of all businesses shall be located on the primary street frontage.

Commented [AGH1]: Allows decrease to one story in all of C-MU and MU.

Commented [AGH2]: Only allowing increase in MU, not C-MU

Commented [AGH3]: Consideration of prohibiting increase in MU subdistrict east of MSD.

Commented [AGH4]: Allows additional bonus floor for affordable housing in C-MU and MU

4. Provision of incubator space on site, either within or adjacent to the development that provides below market lease rates for small businesses.
5. Provision of affordable housing on the development site, consistent with the provisions of Table 2, footnote 4.

Menu Two:

1. Innovative building techniques, such as rainwater harvesting, graywater systems, green roofs, or other environmental systems, shall be incorporated into the building design to significantly reduce impact to the environment.
2. Building architecture that creates a distinctive community landmark exemplifying the preferred materials and form for Town Center described in Subsection 4.132(.06)M. and discussed in the Town Center Plan.
3. Pedestrian-oriented and creative lighting incorporated into landscape features and plazas and/or interior window retail displays that are lit at night.
4. Achievement of LEED certification, Earth Advantage, or another recognized environmental certification.
5. Installation of public art, consistent with the provisions of Subsection 4.132(.06)K. for art within plaza areas.

….

ATTACHMENT C - Option 5

Section 4.132. Town Center Zone.

…

(.06) *Design and Development Standards:*

…

C. *Development Standards.* Development standards apply to all new development within the Town Center boundary.

Table 2. Town Center Development Standards [1]				
	Town Center			
STANDARD	**SUB-DISTRICT**			
	MSD	**N-MU**	**MU**	**C-MU**
Front setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	20 ft.	20 ft.	20 ft.	10 ft.
Side facing street on corner and through lots				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Side yard				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Rear setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft.	20 ft.	20 ft.	20 ft.
Building height (stories) [3]				
Minimum	two	two	two	two
>Maximum (stories/feet) [4]	four	three	four	five
Ground floor height minimum [5]	15 ft.	12 ft.	12 ft.	15 ft.
Ground floor uses	Mixed-use buildings required within 200 feet of the Park Place/Courtside Drive intersection.	N/A	N/A	N/A
Building site coverage maximum	90%	75%	90%	90%
Minimum landscaping	10%	15%	10%	10%
Minimum building frontage	70%	25%	50%	50%
Residential density (units per acre)				
Minimum [6]	40	16	40	40
Maximum	None	40	None	None

[1] This table does not apply to existing development. All new buildings in the district must meet these development standards.

[2] For commercial development, the maximum front and street side yard setback is ten feet. For mixed-use and residential only development, the maximum front setback is 20 feet. Front setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses. A variety of building setbacks are encouraged.

[3] Second stories or higher in buildings must be useable. No false front buildings are permitted.

[4] Within the MSD, MU and C-MU sub-districts, the maximum number of building stories may be increased by one story if a minimum of 25 percent of the units of the bonus floor area are affordable, with rental rates /mortgage restrictions for a minimum of ten years, to households earning at or below 80 percent of median family income of Wilsonville.

[5] This standard does not apply to residential only buildings.

[6] Minimum residential density applies to residential-only development. There is no minimum residential density for mixed-use development.

D. *Waivers to Development Standards.* Development standards apply to all new development within the Town Center boundary.

The ~~Development Review Board (DRB)~~Review Authority may approve the following waivers ~~to the~~within the MU and C-MU sub-districts:

1. An increase in the size of the ground floor of a building floorplate, which may be combined with a waiver to decrease the number of stories as contemplated in subsection D.(2) below, but cannot be combined with a waiver to increase the number of stories as contemplated in subsection D.(3) below.
2. A decrease in the number of stories within the MU sub-district east of the MSD sub-district. ~~and/or~~
3. An increase in the number of stories of a building by one story in the ~~MU and~~ C-MU sub-district and the MU sub-district west of the MSD sub-district~~, consistent with the provisions of~~

Any waiver sought under this subsection D must meet the requirements in Section 4.119~~8 (.03) if~~ and one item from each of the two following menus are met in a manner to clearly go substantially above and beyond Code requirements and typical building and site design to create a sense of place and mitigate negative impacts of the project related to the reason for the waiver. A waiver to increase the number of stories may not be obtained if a development includes a bonus floor as allowed pursuant to Table 2, Note 4. Notwithstanding Section 4.119, waivers to the size of the ground floor building floorplate and/or number of stories is not allowed in the MSD and N-MU sub-districts, nor is an applicant allowed to seek a waiver to these standards under Section 4.119 absent compliance with this subsection D.

Items chosen from the menus shall account for need based on adjacent sites or the surrounding area:

Menu One:

1. Public amenities, such as a plaza or other community gathering space, incorporated into the building design. Public plaza or other gathering spaces located in a prominent, visible location adjacent to a public street and include movable furniture that is functional and visually interesting.
2. Public community meeting space provided within the building.
3. Provision of ground floor facades that include additional supporting storefronts. The primary entrance of all businesses shall be located on the primary street frontage.

Commented [AGH1]: Only allows a decrease to one story in the MU subdistrict east of MSD (closer to residential neighborhood).

Commented [AGH2]: Allows one additional story in C-MU and MU west of MSD, but not the MU subdistrict east of MSD.

Commented [AGH3]: Does not allow both bonus floor for affordable housing and waiver to increase building height.

4. Provision of incubator space on site, either within or adjacent to the development that provides below market lease rates for small businesses.
5. Provision of affordable housing on the development site, consistent with the provisions of Table 2, footnote 4.

Menu Two:

1. Innovative building techniques, such as rainwater harvesting, graywater systems, green roofs, or other environmental systems, shall be incorporated into the building design to significantly reduce impact to the environment.
2. Building architecture that creates a distinctive community landmark exemplifying the preferred materials and form for Town Center described in Subsection 4.132(.06)M. and discussed in the Town Center Plan.
3. Pedestrian-oriented and creative lighting incorporated into landscape features and plazas and/or interior window retail displays that are lit at night.
4. Achievement of LEED certification, Earth Advantage, or another recognized environmental certification.
5. Installation of public art, consistent with the provisions of Subsection 4.132(.06)K. for art within plaza areas.

....

ATTACHMENT D - Option 6

Section 4.132. Town Center Zone.

…

(.06) *Design and Development Standards:*

…

C. *Development Standards.* Development standards apply to all new development within the Town Center boundary.

Table 2. Town Center Development Standards [1]				
	Town Center			
STANDARD	**SUB-DISTRICT**			
	MSD	**N-MU**	**MU**	**C-MU**
Front setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	20 ft.	20 ft.	20 ft.	10 ft.
Side facing street on corner and through lots				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Side yard				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum [2]	10 ft.	10 ft.	10 ft.	10 ft.
Rear setback				
Minimum	0 ft.	0 ft.	0 ft.	0 ft.
Maximum	20 ft.	20 ft.	20 ft.	20 ft.
Building height (stories) [3]				
Minimum	two	two	two	two
>Maximum (stories/feet) [4]	four	three	four	five
Ground floor height minimum [5]	15 ft.	12 ft.	12 ft.	15 ft.
Ground floor uses	Mixed-use buildings required within 200 feet of the Park Place/Courtside Drive intersection.	N/A	N/A	N/A
Building site coverage maximum	90%	75%	90%	90%
Minimum landscaping	10%	15%	10%	10%
Minimum building frontage	70%	25%	50%	50%
Residential density (units per acre)				
Minimum [6]	40	16	40	40
Maximum	None	40	None	None

[1] This table does not apply to existing development. All new buildings in the district must meet these development standards.

[2] For commercial development, the maximum front and street side yard setback is ten feet. For mixed-use and residential only development, the maximum front setback is 20 feet. Front setbacks are permitted provided they are used for seating or other uses that encourage pedestrian activity and active ground floor uses. A variety of building setbacks are encouraged.

[3] Second stories or higher in buildings must be useable. No false front buildings are permitted.

[4] Within the MSD, MU and C-MU sub-districts, the maximum number of building stories may be increased by one story if a minimum of 25 percent of the units of the bonus floor area are affordable, with rental rates /mortgage restrictions for a minimum of ten years, to households earning at or below 80 percent of median family income of Wilsonville.

[5] This standard does not apply to residential only buildings.

[6] Minimum residential density applies to residential-only development. There is no minimum residential density for mixed-use development.

D. *Waivers to Development Standards.* Development standards apply to all new development within the Town Center boundary.

The ~~Development Review Board (DRB)~~Review Authority may approve the following waivers ~~to the~~within the MU and C-MU sub-districts:

1. An increase in the size of the ground floor of a building floorplate, which may be combined with a waiver to decrease the number of stories as contemplated in subsection D.(2) below, but cannot be combined with a waiver to increase the number of stories as contemplated in subsection D.(3) below.
2. A decrease in the number of stories within the MU sub-district east of the MSD sub-district. ~~and/or~~
3. An increase in the number of stories of a building by one story in the ~~MU and C-MU sub-district~~MU sub-district west of the MSD sub-district ~~s, consistent with the provisions of~~

Any waiver sought under this subsection D must meet the requirements in Section 4.119~~8 (.03) if~~ and one item from each of the two following menus are met in a manner to clearly go substantially above and beyond Code requirements and typical building and site design to create a sense of place and mitigate negative impacts of the project related to the reason for the waiver. A waiver to increase the number of stories may not be obtained if a development includes a bonus floor as allowed pursuant to Table 2, Note 4. Notwithstanding Section 4.119, waivers to the size of the ground floor building floorplate and/or number of stories is not allowed in the MSD and N-MU sub-districts, nor is an applicant allowed to seek a waiver to these standards under Section 4.119 absent compliance with this subsection D.

Items chosen from the menus shall account for need based on adjacent sites or the surrounding area:

Menu One:

1. Public amenities, such as a plaza or other community gathering space, incorporated into the building design. Public plaza or other gathering spaces located in a prominent, visible location adjacent to a public street and include movable furniture that is functional and visually interesting.
2. Public community meeting space provided within the building.
3. Provision of ground floor facades that include additional supporting storefronts. The primary entrance of all businesses shall be located on the primary street frontage.

Commented [AGH1]: Only allow decrease to one story in MU subdistrict adjacent to N-MU.

Commented [AGH2]: Only allow increase by one story in MU subdistrict adjacent to C-MU, but not allow increase in C-MU through the waiver.

Commented [AGH3]: Does not allow a waiver if bonus floor for affordable housing is obtained.

4. Provision of incubator space on site, either within or adjacent to the development that provides below market lease rates for small businesses.
5. Provision of affordable housing on the development site, consistent with the provisions of Table 2, footnote 4.

Menu Two:

1. Innovative building techniques, such as rainwater harvesting, graywater systems, green roofs, or other environmental systems, shall be incorporated into the building design to significantly reduce impact to the environment.
2. Building architecture that creates a distinctive community landmark exemplifying the preferred materials and form for Town Center described in Subsection 4.132(.06)M. and discussed in the Town Center Plan.
3. Pedestrian-oriented and creative lighting incorporated into landscape features and plazas and/or interior window retail displays that are lit at night.
4. Achievement of LEED certification, Earth Advantage, or another recognized environmental certification.
5. Installation of public art, consistent with the provisions of Subsection 4.132(.06)K. for art within plaza areas.

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PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

INFORMATIONAL

4. City Council Action Minutes (May 4 & 18, 2026)*(No staff presentation)*

ACTION MINUTES

May 04, 2026 at 6:30 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Councilor Scull

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Aliese Cloo, Assistant City Attorney
Bill Evans, Communications & Marketing Manager
Jeanna Troha, City Manager
Kimberly Veliz, City Recorder
Everett Wild, Government Affairs Manager
Zoe Mombert, Assistant to the City Manager

EXECUTIVE SESSION [6:30 PM]

- ORS 192.660(2)(h) Legal Counsel/Litigation
  - *To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.*

ADJOURN [6:52 PM]

CITY COUNCIL MEETING [7:00 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

The order of the agenda was approved 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

The Mayor provided a report on past and upcoming meetings and events.

5. Budget Committee Appointment

Budget Committee – Appointment

Appointment of Andrew Engel to the Budget Committee for a term beginning 5/4/2026 to 12/31/2027.

Passed 4-1.

COMMUNICATIONS

6. Willamette Falls & Landings Heritage Area Coalition

Representatives from the Willamette Falls & Landings Heritage Area Coalition updated the Council on current and ongoing efforts to preserve, interpret, and promote the region's natural, historic, and cultural resources.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is 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 is 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. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors provided comments, announced prior and anticipated meetings and events.

CONSENT AGENDA

7. **Resolution No. 3185**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Blue Spruce Builders, Inc. To Construct The Wilsonville Community Center Siding Replacement Project (CIP 8161).

8. **Resolution No. 3251**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Construction Contract With Paul Brothers Inc. For The Memorial Park Ballfield Safety Improvements Project (Capital Improvement Project No. 9185).

9. **Resolution No. 3268**

A Resolution Of The Wilsonville City Council Authorizing The City Manager To Sign Community Enhancement Program Intergovernmental Agreement Between Metro And The City Of Wilsonville To Accept Community Enhancement Fees And Community Investment Fees Through December 31, 2030.

10. Minutes of the April 6, and 20, 2026 City Council Meetings.

The Consent Agenda passed 5-0.

NEW BUSINESS

There was none.

CONTINUING BUSINESS

11. **Ordinance No. 902** - 2nd Reading *(Legislative, Non-Land Use Public Hearing)*
An Ordinance Of The City Of Wilsonville Amending Sections 5.035, 5.200, 5.210, And 5.405 Of The Wilsonville Code To Revise The Definition Of Abandoned Vehicles And To Reduce The Duration Allowed For Parking On Public Streets.

Ordinance No. 902 was adopted on second reading, 5-0.

PUBLIC HEARING

There was none.

CITY MANAGER'S BUSINESS

There was none.

LEGAL BUSINESS

There was none.

ADJOURN [8:27 PM]

ACTION MINUTES

May 18, 2026, at 5:30 PM

Wilsonville City Hall & Remote Video Conferencing

PRESENT:
Mayor O'Neil
Councilor President Berry
Councilor Cunningham
Councilor Shevlin
Councilor Scull

STAFF PRESENT:
Amanda Guile-Hinman, City Attorney
Amy Maag, Development Projects Engineering Manager
Andrea Villagrana, Human Resource Manager
Bill Evans, Communications & Marketing Manager
Jeanna Troha, City Manager
Kerry Rappold, Natural Resources Manager
Kimberly Veliz, City Recorder
Miranda Bateschell, Planning Director
Everett Wild, Government Affairs Manager
Zoe Mombert, Assistant to the City Manager

WORK SESSION [5:30 PM]

REVIEW OF AGENDA AND ITEMS ON CONSENT

There were none.

COUNCILORS' CONCERNS

There were none.

PRE-COUNCIL WORK SESSION

1. Community Enhancement Program Grant Report - Wilsonville Field Guide & Wildlife

Council heard a presentation about the Wilsonville Field Guide and Wildlife project which was funded by the Community Enhancement Program grant.

2. Tourism Development Strategy

Council was informed of Resolution No. 3253 which if approved would adopt the FY 2026/27 Five-Year Action Plan and Annual One-Year Implementation Plan for the Wilsonville Tourism Development Strategy.

3. Town Center Building Height Waiver Provision Project

City Council reviewed Development Code provisions on Town Center building height waivers, considered Task Force input, and provided feedback and questions for further review.

ADJOURN [7:23 PM]

CITY COUNCIL MEETING [7:31 PM]

CALL TO ORDER

1. Roll Call

2. Pledge of Allegiance

3. Motion to approve the following order of the agenda.

The order of the agenda was approved 5-0.

MAYOR'S BUSINESS

4. Upcoming Meetings *(Link to City Calendar: https://www.wilsonvilleoregon.gov/calendar)*

The Mayor provided a report on past and upcoming meetings and events.

COMMUNICATIONS

5. Tualatin Valley Fire & Rescue's State of the District

Chief Smario presented the Tualatin Valley Fire & Rescue (TVF&R) 2026 State of the District Address.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is 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 is 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. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

Councilors provided comments, announced prior and anticipated meetings and events.

CONSENT AGENDA

6. **Resolution No. 3253**
   A Resolution Of The City Of Wilsonville Adopting The FY 2026/27 Five-Year Action Plan And Annual One-Year Implementation Plan For The Wilsonville Tourism Development Strategy.

7. **Resolution No. 3267**
   A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement With Jacobs Engineering Group Inc. To Provide Engineering Consulting Services For The Wastewater Treatment Plant Aeration Basin Expansion Project (Capital Improvement Project #2113).

8. Minutes of the May 4, 2026 City Council Meeting.

The Consent Agenda was approved 5-0.

NEW BUSINESS

There were none.

CONTINUING BUSINESS

There were none.

PUBLIC HEARING

There were none.

CITY MANAGER'S BUSINESS

There were none.

LEGAL BUSINESS

There were none.

ADJOURN [8:53 PM]

PLANNING COMMISSION

WEDNESDAY, JUNE 10, 2026

INFORMATIONAL

5. 2026 PC Work Program *(No staff presentation)*

2026 DRAFT PC WORK PROGRAM SCHEDULE

Updated 5/6/2026

AGENDA ITEMS			
Date	**Informational**	**Work Sessions**	**Public Hearings**
JANUARY 14	Cancelled		
FEBRUARY 11			• Wilsonville Industrial Land Readiness (Citywide EOA & EDS)
MARCH 30		• Housing Statutory Compliance-Part 1	
APRIL 8		• Wilsonville Industrial Land Readiness (West Railroad, Basalt Creek Master Plan)	
MAY 13		• Town Center Building Height Waiver	• Housing Statutory Compliance, Part 1
JUNE 10		• Town Center Building Height Waiver • Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)	
JULY 8		• Wilsonville Industrial Land Readiness (Basalt Creek Master Plan) • Housing Statutory Compliance, Part 2	
AUGUST 12	• Annual Housing Report	• Chapter 4 Code Enforcement	• Town Center Building Height Waiver
SEPTEMBER 9		• Housing Statutory Compliance, Part 2 • Chapter 4 Code Enforcement	• Wilsonville Industrial Land Readiness (Basalt Creek Master Plan)
OCTOBER 14		• Housing Statutory Compliance, Part 2	• Chapter 4 Code Enforcement
NOVEMBER 12 (due to Veteran's Day)			• Housing Statutory Compliance, Part 2
DECEMBER 9		•	
JAN. 13, 2027			

2026 Projects To Be Scheduled	Future (2027)
• Housing Statutory Compliance-Part 2 • WILR (Basalt Creek Master Plan & Code, & Citywide EOA adoption) • Water Distribution System Master Plan •	• Housing Our Future Implementation • Solid Waste and Recycling Code Update •

Shared Documents - Planning\..Long-Range\.Planning Commission\Scheduling