Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

AMENDED NOTICE OF ADOPTED AMENDMENT

October 30, 2007

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Wilsonville Plan Amendment
DLCD File Number 001-07

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: November 13, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** **THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Marguerite Nabeta, DLCD Regional Representative
Sandi Young, City of Wilsonville

<paa> ya/

FORM 2

DLCD
Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DATE STAMP
DEPT OF
OCT 23 2007
LAND CONSERVATION AND DEVELOPMENT
For DLCD Use Only

Jurisdiction: **City of Wilsonville**
Local file number: **LP07-0001, Ordinance 637**
Date of Adoption: **10/15/2007**
Date Mailed: **10/17/2007**
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 3/30/2007

☒ Comprehensive Plan Text Amendment
☒ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
Coffee Creek 1 Master Plan

Does the Adoption differ from proposal? No, no explaination is necessary

Plan Map Changed from: **Area of Special Concern H** to: **Industrial**
Zone Map Changed from: **n/a** to: **n/a**
Location: **S. of Day Rd, E of RR, W of Wilsonville city limit** Acres Involved: **222**
Specify Density: Previous: **na** New: **na**
Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☒	☐	☐	☐	☒	☐	☒	☒	☐	☒	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO
Did DLCD receive a Notice of Proposed Amendment...
45-days prior to first evidentiary hearing? ☒ Yes ☐ No
If no, do the statewide planning goals apply? ☐ Yes ☐ No
If no, did Emergency Circumstances require immediate adoption? ☐ Yes ☐ No

DLCD file No. 001-07 (15998)

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

See attached list.

Local Contact: **Sandi Young, Planning Drictor** Phone: **(503) 570-1581** Extension:

Address: **29799 SW Town Center Loop East** Fax Number: **503-682-7025**

City: **Wilsonville, OR** Zip: **97070-** E-mail Address: **young@ci.wilsonville.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

City of
WILSONVILLE
in OREGON

29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

Memorandum

To: Department of Land Conservation & Development
Attn: Plan Amendment Specialist

From: Sandra King, MMC
Wilsonville City Recorder

Date: October 22, 2007

Subject: Coffee Creek I Master Plan – Notice of Adoption

Attached please find two copies of Ordinance No. 637 and the Coffee Creek I Master Plan. The Wilsonville City Council adopted the Ordinance on Monday, October 15, 2007.

Please contact me if you have any questions, I can be reached at 503-570-1506 or via e-mail at king@ci.wilsonville.or.us

AFFIDAVIT OF MAILING
NOTICE OF CITY COUNCIL DECISION
OF THE CITY OF WILSONVILLE

STATE OF OREGON)
)
COUNTIES OF CLACKAMAS)
)
CITY OF WILSONVILLE)

I, Sandra C. King, do hereby certify that I am City Recorder of the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Decision regarding Ordinance No. 637, and the Coffee Creek I Master Plan is a true copy of the original notice; that on, October 17, 2007, I did cause to be E-mailed and mailed via U.S. Mail copies of such notice of decision in the exact form hereto attached to the agencies listed in Exhibit "A":

Witness my hand this 17h day of October, 2007.

Sandra C. King

Sandra C. King, MMC, City Recorder

Subscribed and sworn to before me this 17 day of Oct., 2007.

Diane M Pankonin

NOTARY PUBLIC, STATE OF OREGON

My commission expires: 11/29/07

OFFICIAL SEAL
DIANE M PANKONIN
NOTARY PUBLIC - OREGON
COMMISSION NO. 373853
MY COMMISSION EXPIRES NOV. 29, 2007

City of
WILSONVILLE
in OREGON

29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

NOTICE OF DECISION

WILSONVILLE CITY COUNCIL

PROJECT NAME: **Ordinance No. 637 – Coffee Creek I Master Plan**

PROPOSED ACTION: Adopting the Coffee Creek I Master Plan, as a sub-element and component of the City's Comprehensive Plan.

AFFECTED LOCATION: This area is generally bound by Day Road and the Coffee Creek Correctional Facility on the north, the Portland and Western Railroad to the west and south, and existing city limits to the east.

After conducting a public hearing on July 16, 2007, September 17, 2007, and October 15, 2007 the City Council voted to adopt Ordinance No. 637 "An Ordinance Adopting The Coffee Creek I Master Plan As A Sub-Element Of The City's Comprehensive Plan."

This decision has been finalized in written form as Ordinance No. 637, and placed on file in the city records at the Wilsonville City Hall this 17th day of October, 2007 and is available for public inspection. The Ordinance shall be in full force and effect 30 days from the date of adoption. The date of filing is the date of decision. Any appeal(s) must be filed with the Land Use Board of Appeals (LUBA) in accordance with ORS Chapter 197, within twenty-one days from the date of the decision.

Questions may be directed to Sandi Young, Planning Director, 29799 SW Town Center Loop East, Wilsonville, Oregon 97070; Phone 503-570-1581; E-mail: young@ci.wilsonville.or.us

Coffee Creek I Master Plan
People who received US Mail copies
of notice of decision Ord. 37

Linda Becker
13098 SW Bradley LN
Tigard OR 97224

Chris & Sonya Bickford
10680 SW Clutter Rd
Sherwood OR 97140

Ron Gainer
25020 SW Garden Acres RD
Sherwood OR 97140

Bob Jonas
PO Box 1130
Wilsonville OR 97070

Paul Ketcham
Metro
600 NE Grand AVE
Portland OR 97232

Dick Kruger
25225 SW Grahams Ferry RD
Sherwood OR 97140

Geraldine Moyle
Group MacKenzie
PO Box 14310
Portland OR 97293

Sam Parker
9675 SW Day RD
Sherwood OR 97140

Darren Pennington
10365 SW Day RD
Sherwood OR 97140

Peter Stalick
GVA Kidder Mathews
One SW Columbia #950
Portland OR 97258

Steve Taylor
69327 Camp Polk Rd
Sisters, OR 97759

Glen Wetzel
PO Box 3451
Tualatin OR 97062

Rob Dixon
City of Sherwood
22560 SW Pine ST
Sherwood OR 97140

Andy Cotugno
Metro Planning Dept
600 NE Grand Ave
Portland OR 97232

Kathy Lehtola
Washington County
166 N 1st Ave #350-16
Hillsboro OR 97124-3072

C. Mirth Walker
SWCA Environmental Consult.
434 NW 6th Ave #304
Portland OR 97209

DLCD List of Affected State/Federal Agencies, Local Govt or Special Dist. Mailing List. 11/9/05

Columbia Cable of Oregon
14200 SW Brigadoon CT
Beaverton OR 97005

Tualatin Valley Water Dist.
PO Box 745
Beaverton OR 97095

Canby School District
1110 S. Ivy Street
Canby OR 97013

City Planner
City of Canby
182 N Holly
Canby OR 97013

Doug McClain, Planning Section Mgr.
Clackamas County
9101 SE Sunnybrook Blvd
Clackamas OR 97015

William Graffi
Unified Sewerage Agency
155 N First Ave Room 270
Hillsboro OR 97124

Brent Curtis, Planning Manager
Washington County
155 N First Ave
Hillsboro OR 97124

Portland General Electric
121 SW Salmon 1 WTC-9
Portland OR 97204

Tom Wolcott
BPA
PO Box 3621
Portland OR 97208

Tom Simpson
NW Natural Gas
220 NW 2nd Avenue
Portland OR 97209

Michael Dennis
Tri-Met Project Planning Dept
4012 SE 175th Ave
Portland OR 97202

Oregon Department of Environmental Quality
811 SW 6th Ave
Portland OR 97204

Ray Valone
METRO
600 NE Grand AVE
Portland OR 97232

Manager, Community Development
METRO
600 NE Grand AVE
Portland OR 97232

ODOT
Attn: Development Review
123 NW Flanders ST
Portland OR 97209

John Lilly
Division of State Lands
775 Summer Street NE
Salem OR 97310

Department of Corrections
2875 Center Street NE
Salem OR 97310

Community Coordinator Facilities Div.
2575 Center Street NE
Salem OR 97310

William Fujii, OWRD
Commerce Building
158 12th ST NE
Salem OR 97310

Sherwood School Dist. Admin Office
400 N Sherwood Blvd
Sherwood OR 97140

Tualatin Valley Fire & Rescue
29875 SW Kinsman RD
Wilsonville OR 97070

Doug Rux
City of Tualatin
18880 SW Martinazzi Ave
Tualatin OR 97062

Roger Woehl
West Linn/Wilsonville School Dist
PO Box 35
West Linn OR 97068

Brian Tietsort
United Disposal Services
10295 SW Ridder Road
Wilsonville, OR 97070

Jim Johnston
Portland General Electric
9540 SW Boeckman Road
Wilsonville OR 97070

Tualatin Valley Fire & Rescue
South Division
7401 SW Washo Court
Tualatin OR 97062

King, Sandy

From: King, Sandy

Sent: Wednesday, October 17, 2007 9:13 AM

To: 'art.krueger@pgn.com'; 'baltman@sfadg.com'; 'beoma@juno.com'; 'bhedberg@spechtprop.com'; 'bhill7447@gmail.com'; Bowers, Michael; 'brian@cloptonexcavating.com'; 'Cassandra.Ulven@tvfr.com'; 'cfinnell@gvakm.com'; 'ckimball@callatg.com'; 'corey.zielsdorf@gmail.com'; Cowan, Danielle; 'dawehler@aol.com'; 'dbrown@mitchellewis.com'; 'drux@ci.tualatin.or.us'; 'dwyatt@hardscapesinc.com'; 'ed.trompke@jordanschrader.com'; 'ed@showplacelandscape.net'; 'frank.westfall@juno.com'; 'gabe@nwlandowner.com'; 'Greg@theleocompany.com'; 'gummy14@juno.com'; 'hajdukj@ci.sherwood.or.us'; 'hatchwestern@yahoo.com'; 'hatchwestern@yahoo.com'; 'heidiw@cloptonexcavating.com'; 'hschulte@compasscommercial.com'; 'hughesmc@comcast.net'; 'jcurran@spechtprop.com'; 'jkahoe@icps.biz'; 'John070@hevanet.com'; 'justinm@equitygroup.com'; 'kboyko@NBSRealtors.com'; 'kbragg@paintedvalley.com'; 'kevtoni@canby.com'; 'kirsten.vanloo@alphacommunity.com'; 'kurtkreitzer@yahoo.com'; 'kyljnsn@yahoo.com'; Loble, Arlene; 'lucia@wilsonvillesummit.com'; 'macovl@verizon.net'; 'mara.b.danielson@ODOT.state.or.us'; 'marver@centurytel.net'; 'mastafflund@bpa.gov'; Michael, John; 'mike.newman@grubb-ellis.com'; 'MJETWDINC@aol.com'; 'moestom@gmail.com'; 'mollyh@cloptonexcavating.com'; Neamtzu, Chris; 'oesers@metro.dst.or.us'; 'ray.phelps@awin.com'; 'rent@rvstogo.com'; 'richards@pdx.net'; 'RonKief@comcast.net'; 'ryan@thewarnicks.com'; 'smm@dksassociates.com'; 'staceyr@europa.com'; 'Stacy.Humphrey@state.or.us'; 'SteveL_Kelley@co.washington.or.us'; 'stu@macadamforbes.com'; 'susanrychlick@johnlscott.com'; Sylvester, C.J.; 'taylor1300@comcast.net'; 'Terry@Tolls.com'; 'thickok@hotmail.com'; 'Tim.Marshall@morsebros.com'; 'todd.chase@otak.com'; 'tpreece@westhillsdevelopment.com'; 'trudywie@comcast.net'; 'twright@grpmack.com'; Young, Sandi; 'shawn@iconconstruction.net'

Subject: Coffee Creek I Master Plan Notice of Council Decision

Attachments: Ordinance No. 637 Coffee Creek Master Plan.doc

Attached please find the Council Notice of Decision for the Coffee Creek I Master Plan. The ordinance was adopted at the October 15, 2007 Council meeting.

Sandra C. King, MMC
City Recorder
City of Wilsonville
503-570-1506

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

Last	First	Company	Address	City	State	Zip	Email Address	
Krueger	Art	PGE	121 SW Salmon 1WTC 0401	Portland	OR	97204	art.krueger@pgn.com	
Altman	Ben	SFA Design Group, LLC	9020 SW Washington Sq. Dr., Suite	Portland	OR	97223	baltman@sfadg.com	
Jensen	Beoma		18301 NW Old Railroad Grade	Yamhill	OR	97148	beoma@juno.com	
Hedberg	Brent	Specht Properties/Specht	15400 SW Millikan Way	Beaverton	OR	97006	bhedberg@spechtprop.com	
Hill	Everett & Roberta		9710 SW Day Street	Sherwood	OR	97140	bhill7447@gmail.com	Signed in 5/16/07 PC Hearing
Bowers	Michael	City of Wilsonville					bowers@ci.wilsonville.or.us	
Clopton	Brian	Clopton Excavating	PO Box 509	Wilsonville	OR	97070	brian@cloptonexcavating.com	
Cassandra	Ulven	Tualatin Valley Fire and R	7401 SW Washo Court, Suite 101	Tualatin	OR	97062	Cassandra.Ulven@tvfr.c	Per email 5/31/07
Finnell	Clif	GVA Kidder Mathews	One SW Columbia, Suite 950	Portland	OR	97258	cfinnell@gvakm.com	
Kimball	Chuck	Riverwood Properties					ckimball@callatg.com	
Zielsdorf	Corey						corey.zielsdorf@gmail.com	
Cowan	Danielle	City of Wilsonville					cowan@ci.wilsonville.or.us	
Wehler	Doris		6855 SW Boeckman Road	Wilsonville	OR	97070	dawehler@aol.com	Testified 5/16 PC Meeting
Brown	David						dbrown@mitchellewis.com	
Rux	Doug	City of Tualatin					drux@ci.tualatin.or.us	Submitted Written Testimony
Wyatt	Della		25405 SW Grahams Ferry Road	Sherwood	OR	97140	dwyatt@hardscapesinc.com	
Trompke	Ed		PO Box 230669	Portland	OR	97281	ed.trompke@jordanschr	Signed in 5/16/07 PC Hearing
Dubrava	Ed	Showplace Landscapes	P.O. Box 746	Wilsonville	OR	97070	ed@showplacelandscape.net	
Westfall	Frank						frank.westfall@juno.com	
Sugarman	Gabriel	Northwest LandOwner	4566 SW 103rd Avenue	Beaverton	OR	97005	gabe@nwlandowner.com	
Leo	Greg	The Leo Company	3 Monroe Parkway, Suite P-426	Lake Oswego	OR	97035	Greg@theleocompany.com	
Doefleur	Janice						gummy14@juno.com	
Hajduk	Julia	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140	hajdukj@ci.sherwood.or	referred by Rob Dixon in testimony
Hatch	Joe	HatchWestern Co. Inc.	2140 Windham Oaks Ct	West Linn	OR	97068	hatchwestern@yahoo.com	
Hatch	Rob	HatchWestern Co. Inc.	2140 Windham Oaks Ct	West Linn	OR	97068	hatchwestern@yahoo.com	
Williams	Heidi	Clopton Excavating	PO Box 509	Wilsonville	OR	97070	heidiw@cloptonexcavating.com	
Schulte	Henry						hschulte@compasscommercial.com	
Hughes	Mark		445 SW Joshua St.	Tualatin	OR	97062	hughesmc@comcast.net	
Curran	Joe	Specht Development					jcurran@spechtprop.com	
Kahoe	Julie						jkahoe@icps.biz	
Ludlow	John						John070@hevanet.com	
Mewhinney	Justin	ReMax	2138 SE 45th Avenue	Portland	OR	97215	justinm@equitygroup.com	
Boyko	Ken		121 SW Morrison, Suite 200	Portland	OR	97204	kboyko@NBSRealtors.c	Signed in 5/16/07 PC Hearing
Bragg Pursley	Karen and Randy		25100 SW Garden Acres Road	Sherwood	OR	97140	kbragg@paintedvalley.com	
McCoy	Kevin		780 N. Ash Street	Canby	OR	97013-33	kevtoni@canby.com	Signed in 5/16/07 PC Hearing
Van Loo	Kirsten	Alpha Community Development					kirsten.vanloo@alphacommunity.com	
Kreitzer	Kurt						kurtkreitzer@yahoo.com	
Jensen	Kyle		9945 SW Day Road	Sherwood	OR	97140	kyljnsn@yahoo.com	
Loble	Arlene	City of Wilsonville	30000 SW Town Center Loop East	Wilsonville	OR	97070	loble@ci.wilsonville.or.us	

Shin	Lucia		25800 SW Canyon Creek Rd	Wilsonville	OR	97070	lucia@wilsonvillesummit.com	
Macovsky	Louis						macovl@verizon.net	
Danielson	Marah	ODOT	123 NW Flanders	Portland	OR	97209	mara.b.danielson@ODC	Submitted Written Testimony
Wise	Vern		32521 SW Juliette Drive	Wilsonville	OR	97070	marver@centurytel.net	Signed in 5/16/07 PC Hearing
Stafflund, Realty Sp	Monica	BPA	2715 Tepper Lane	Keizer	OR	97303	mastafflund@bpa.gov	
Michael	John	City of Wilsonville	30000 SW Town Center Loop East	Wilsonville	OR	97070	michael@ci.wilsonville.or.us	
Newman	Mike	Grubb & Ellis	1000 SW Boradway, Suite 1000	Portland	OR	97205	mike.newman@grubb-ellis.com	
Eberle	Martin		8755 SW Citizens Drive	Wilsonville	OR	97070	MJETWDINC@aol.com	
Moes	Tom	Root Holdings, LLC	1400 SW Schaeffer Road	West Linn	OR	97068	moestom@gmail.com	
Hart	Molly	Clopton Excavating	PO Box 509	Wilsonville	OR	97070	mollyh@cloptonexcavating.com	
Neamtzu	Chris	City of Wilsonville	30000 SW Town Center Loop East	Wilsonville	OR	97070	neamtzu@ci.wilsonville.or.us	
Oeser	Sherry	Metro					oesers@metro.dst.or.us	
Phelps	Ray	United Disposal	10295 SW Ridder Road	Wilsonville	OR	97070	ray.phelps@awin.com	
West	Mark	RVs To Go					rent@rvstogo.com	
Richards	Don						richards@pdx.net	
Kief	Ron		9825 SW Day Road	Sherwood	OR	97140	RonKief@comcast.net	
Warnick	Ryan						ryan@thewarnicks.com	
Mansur	Scott	DKS Associates	1400 SW 5th Avenue, Suite 500	Portland	OR	97201	smm@dksassociates.com	
Rumgay	Stacy		P.O. Box 1603	Sherwood	OR	97140	staceyr@europa.com	
Humphrey	Stacy	DLCD Senior Transportation Planner	800 NE Oregon Street, Suite 1145	Portland	OR	97232	Stacy.Humphrey@state.or.us	
Kelley	Steve	Washington County	155 N. First Ave. Suite 350-14	Hillsboro	OR	97124	SteveL_Kelley@co.washington.or.us	
Peterson	Stu	Macadam Forbes	1800 SW 1st, Suite 100	Portland	OR	97201	stu@macadamforbes.com	
Rychlick	Susan	John L. Scott Realty					susanrychlick@johnlscott.com	
Sylvester	CJ	City of Wilsonville					sylvester@ci.wilsonville.or.us	
Taylor	Jean	KJT Legacy, LLC	PO Box 825	Wilsonville	OR	97070	taylor1300@comcast.net	
Tolls	Terry	T.N. Tolls Company	PO Box 80425	Portland	OR	97280-14	Terry@Tolls.com	Signed in 5/16/07 PC Hearing
Hickok	Todd		15755 SW Willow Court	Sherwood	OR	97140	thickok@hotmail.com	
Marshall	Tim	MBI	32260 Old Hwy 34	Tangent	OR	97389	Tim.Marshall@morsebros.com	
Chase	Todd	OTAK	17355 SW Boones Ferry Road	Lake Oswego	OR	97035	todd.chase@otak.com	
Preece	Travis	West Hills Development					tpreece@westhillsdevelopment.com	
Wiedemann	Buz						trudywie@comcast.net	Signed in 5/16/07 PC Hearing
Wright	Tom		PO Box 69039	Portland	OR	97201	twright@grpmack.com	Signed in 5/16/07 PC Hearing
Young	Sandra	City of Wilsonville	30000 SW Town Center Loop East	Wilsonville	OR	97070	young@ci.wilsonville.or.us	
Becker	Linda		13098 SW Bradley Lane	Tigard	OR	97224		
Bickford	Chris and Sonya		10680 SW Clutter Road	Sherwood	OR	97140		
Flannery	Irene & Louis		10555 SW Clutter Road	Sherwood	OR	97140		Signed in 5/16/07 PC Hearing
Gainer	Ron		25020 SW Garden Acres Road	Sherwood	OR	97140		
Jonas	Bob		PO Box 1130	Wilsonville	OR	97070		Signed in 5/16/07 PC Hearing
Ketcham	Paul	Metro	600 NE Grand Avenue	Portland	OR	97232		

Konrad	Rhys							
Kruger	Dick		25225 SW Grahams Ferry Rd	Sherwood	OR	97140		
Moyle	Geraldine	Group Mackenzie	PO Box 14310	Portland	OR	97293		
Parker	Sam		9675 SW Day Road	Sherwood	OR	97140		Signed in 5/16/07 PC Hearing
Pennington	Darren		10365 SW Day Road	Sherwood	OR	97140		
Stalick, Assoc. Vice	Peter	GVA Kidder Mathews	One SW Columbia, Suite 950	Portland	OR	97258		
Taylor	Steve		69327 Camp Polk Road	Sisters	OR	97759		
Wetzel	Glen		PO Box 3451	Tualatin	OR	97062		
Dixon	Rob	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140		Submitted Written Testimony
Cotugno	Andy	Metro Planning Departme Dept. of Land Use & Transportation	600 NE Grand Avenue	Portland	OR	97232		Submitted Written Testimony
Lehtola	Kathy	Washington County	155 N. First Ave. Suite 350-16	Hillsboro	OR	97124-3072		Submitted Written Testimony
Walker	C. Mirth	SWCA Environmental Co	434 NW Sixth Avenue Suite 304	Portland	OR	97209		Submitted Written Testimony
Shawn	Andreas	Icon Construciton & Development, LLC					shawn@iconconstructio	Per email 6/13/07

ORDINANCE NO. 637

AN ORDINANCE ADOPTING THE COFFEE CREEK I MASTER PLAN AS A SUB-ELEMENT OF THE CITY'S COMPREHENSIVE PLAN

WHEREAS, in 1998, following the Metro designation of the Coffee Creek area as Urban Reserve Area (URA) 42, and the potential location of the Coffee Creek Correctional Facility within, and adjacent to URA 42, the City, with the assistance of a DLCD Quick Response Team and DKS Associates, prepared a North Wilsonville Industrial Area Concept Plan; and

WHEREAS, several objectives of the Concept Plan were to:

- Meet a critical need for a state mandated correctional facility
- Meet future regional needs for additional industrial zoned and serviced lands
- Contribute to the community economic health of Wilsonville, and

WHEREAS, the Concept Plan states that, "Upon approval by the Governor of the prison facility on the selected site west of Day Road, . . . the remainder of the Urban Reserve will require a more detailed master plan that includes additional phasing of development. The City of Wilsonville is committed to completing that master plan"; and

WHEREAS, under Implementation Steps in the Concept Plan, it is recognized that, "Area 42 lies within the Washington County/Wilsonville Urban Planning Area. Changes to existing land uses are governed by an Urban Planning Area Agreement that lays out review and hearing procedures. In this case, Wilsonville will prepare a (master) plan for the area which will become effective upon annexation (of the area) by the City"; and

WHEREAS, consistent with this action, the City amended its Comprehensive Plan to designate the Coffee Creek area "Area H" as a special area of concern and noted that the city expected to provide services to the entire area when master planned and annexed; and

WHEREAS, Washington County was duly noticed as to the above Concept Plan and implementing steps and did not object to same; and

WHEREAS, the Coffee Creek area (formerly referred to as Area 42) was added to the Metro Urban Growth Boundary (UGB) in December of 2002 via Metro Ordinance No. 02-969B with a specific 2040 Growth Concept designation of Regionally Significant Industrial Area

(RSIA) which required the area to be planned within two years (which was tolled by two years due to an appeal of the ordinance); and

WHEREAS, the site of the correctional facility, named the Coffee Creek Correctional and Intake Facility, was duly annexed into the City, together with Day road, and urban services and infrastructure provided to the site; and

WHEREAS, RSIA are those lands that are located near the region's most significant transportation facilities (I-5) for the movement of freight and storage of goods and offer the best opportunities for family wage industrial jobs; and

WHEREAS, Title 4 of Metro's Urban Growth Management Functional Plan (UGMFP) calls for a strong economic climate. To achieve that end, Title 4 seeks to provide and protect a supply of sites for employment and the movement of freight and storage of goods by limiting the types and scale of non-industrial uses in RSIA areas, particularly commercial uses; and

WHEREAS, the City of Wilsonville, in 2005, amended the City's Planning and Land Development Ordinance by incorporating new Metro standards regarding commercial uses in the Planned Development Industrial Zoning District and adopting a new Regionally Significant Industrial Zoning District; and

WHEREAS, in 2005, the City determined that with the appeal of Metro Ordinance No. 02-969B concluded, the ordinance containing a two-year planning requirement, and the previously coordinated and approved Concept Plan, and since only about 150 acres of vacant industrial lands remained within the City, much of which was owned by existing companies for expansion purposes and was not available on the open market, that the time was appropriate to begin the master planning effort for the Coffee Creek Area For RSIA lands; and

WHEREAS, in 2005, the City applied for Transportation and Growth Management (TGM) funds for the preparation of a Coffee Creek Master Plan for URA 42 exclusive of the annexed correctional facility lands and for a portion of the North Wilsonville/Tualatin Planning Area added to the Metro UGB in 2004; and

WHEREAS, in August 2005, the city received notice that a TGM grant for up to $100,000 had been approved for the area identified in Metro documents as Coffee Creek I only, because, "At this time, concept planning for Coffee Creek II and North Wilsonville is premature, until a corridor is selected for the I-5/99W Connector"; and

WHEREAS, in September 2005, the City requested a modification to the planning area to include that portion of North Wilsonville generally one lot deep north of Day Road, west of Boones Ferry Road, east of Graham's Ferry Road in order to allow coordinated planning for properties abutting both sides of Day Road; and

WHEREAS, in December 2005, a letter was received from Tualatin Mayor Lou Ogden objecting to concept planning for any part of the area north of Day Road until the alignment of the I-5/99W Connector is determined and indicating willingness to participate in a planning effort for lands located south of the Coffee Creek Correctional Facility; and

WHEREAS, Wilsonville Mayor Charlotte Lehan responded in December 2005 that Wilsonville was indeed preparing a Master Plan for the Coffee Creek I area, and since it made little sense to plan one side of a major street without looking at the abutting properties on the opposite side of that street, the City was including the properties one lot deep north of Day Road, and including a map of the planning area; and

WHEREAS, upon further consideration and in accommodation to other governmental agencies, including Tualatin, the City limited the boundary of Coffee Creek I for master planning to Day Road, and not to approximately one lot deep and north of Day Road; and

WHEREAS, in June 2006, an Intergovernmental Agreement was signed between the City of Wilsonville and ODOT detailing the responsibilities of each party under the TGM grant award, and including a planning area map consisting of the Coffee Creek I area approximately bounded by the Coffee Creek Correctional Facility and Day Road to the north and lies west of Boones Ferry Road and east of Graham's Ferry Road; and

WHEREAS, the Coffee Creek I project consultants, Otak, Inc. and the TGM Project Manager, Andrew Johnson from ODOT, were also part of the project team for the Southwest Tualatin Area Concept Plan, another Metro UGB designated industrial area located to the northwest of the Coffee Creek I planning area within the area of potential I-5/99W Connector alignments, and whose Concept Plan preparation preceded the Coffee Creek master planning effort by approximately one year; and

WHEREAS, following selection of the project consultants by ODOT, in collaboration with the City of Wilsonville, and a mailing of an invitation to affected property owners, as well as to Washington County, and the cities of Tualatin and Sherwood, to serve on the Project Advisory Committee (PAC), the first PAC meeting was held in February 2006; and

WHEREAS, the PAC represents broad interests in the study area including local government (Washington County, cities of Sherwood and Tualatin), agency representatives (Metro, Department of Land Conservation and Development and the Oregon Department of Transportation), landowners, landowner's representatives, interested individuals, business and development interests; and

WHEREAS, staff from the City of Tualatin attended the first PAC meeting and objected to the inclusion of the area north of Day Road; and

WHEREAS, TGM staff and City staff clarified that under the IGA between the City and ODOT, that the City was not preparing a master plan for the area north of Day Road, but only a concept plan related primarily to infrastructure; and

WHEREAS, a second PAC meeting was held on June 15, 2006, attended by staff from the City of Tualatin and Washington County, to review drafts of Technical Memorandum # Plan and Policy Review, Goals and Objectives and Evaluation Criteria for reviewing alternative plans; and

WHEREAS, the following goals were established by the PAC to guide the development of the Master Plan:

Goal 1: Consistency with Local, Regional, and State Plans
Ensure that the master/concept plans are consistent with the Metro 2040 Plan, the Urban Growth Management Functional Plan and the City of Wilsonville's Comprehensive Plan

Goal 2: Transportation
Protect the capacity and efficiency of the region's transportation system for the movement of goods and services

Goal 3: Public Facilities
Plan for orderly, economic provision of public facilities and services.

Goal 4: Citizen/Stakeholder Participation
Provide for extensive stakeholder involvement in the planning process

Goal 5: Quality of Development
Maintain high quality industrial development;, and

WHEREAS, a third PAC meeting was held on August 18, 2006, attended by City of Tualatin but not Washington County, to review conceptual alternatives for the planning area both south and north of Day Road; and

WHEREAS, in August 2006, a Coffee Creek Project webpage was created by the City for PAC members and the general public; and

WHEREAS, a Project Open House was scheduled for September 28, 2006, and written invitations were sent to all PAC members, all property owners in the planning area and owners within 500 feet of the planning area; and

WHEREAS, the conceptual alternatives, modified as recommended by the PAC on August 18, were presented to the Project Open House on September 28, 2006, attended by 45 people, including representatives from City of Tualatin, and Washington County; and

WHEREAS, in October 2006, in response to questions from the I-5/99W Connector committees, Mayor Lehan sent a letter with multiple attachments explaining the Coffee Creek planning process, and inviting anyone who wished to participate; and

WHEREAS, in September 2006, a letter was received from Washington County requesting several changes and additions to the draft materials, including additional traffic analysis; and

WHEREAS, in response to Washington County, the TGM Grant agreement was modified to add $7000 to the grant amount, and the requested traffic analysis was completed, and other requested changes where either made or determined to already be included in the draft materials; and

WHEREAS, the PAC met again on October 20, 2006, to review the revisions suggested at the Open House and make appropriate modifications to the alternatives; and

WHEREAS, the PAC met next on February 16, 2007, to review the revised transportation information requested by Washington County, to review the infrastructure costs of the alternatives, and to rank the Plan alternatives; and

WHEREAS, the PAC met the last time on April 6, 2007, to review the draft Master Plan for the area south of Day Road (Coffee Creek I) and the draft Concept Plan for the area north of Day Road, and recommended that the documents and technical appendices be forwarded to the Planning Commission for public hearing and recommendation to City Council; and

WHEREAS, on March 14, 2007 and April 11, 2007, the Planning Commission conducted work sessions on the draft Master Plan only, the City having agreed, in the interest of coordination with, and the accommodation of, the interests of affected governments to postpone

hearings on the Concept Plan north of Day Road until the I-5/99W Connector alignment is determined and to limit the Master Plan to area south of Day Road; and

WHEREAS, letters were received, and included in the Planning Commission record, from Washington County and the City of Sherwood requesting that we delay adoption of the Master Plan into the City's Comprehensive Plan until the alignment of the I-5/99W Connector is determined, and from the City of Tualatin objecting to approval of any plan for the area north of Day Road; and

WHEREAS, a letter dated May 14, 2007 (Attachment 1) was received for the Planning Commission record from Metro stating that "Metro did not condition planning of Area 49 (Coffee Creek I) on the selection of the right-of-way alignment for the I-5/99W Connector nor did Metro amend the conditions affecting this area when it brought additional land into the UGB in 2004. While the Master Plan is located within the I-5/99W Connector study area, we understand there is currently not an alternative for an I-5/99W Connector alignment south of Day Road. The master plan appears consistent with the Regional Transportation Plan (RTP) as required by Title 11. With this demonstration, Metro supports moving forward with the master plan and future annexation of this area"; and

WHEREAS, a letter from ODOT dated May 16, 2007 (Attachment 2), was received for the Planning Commission record raising a technical issue regarding the recommended improvements at the intersection of Day and Boones Ferry Roads, and recommending that the City not annex properties within the Coffee Creek area until a preferred I-5/99W Connector alternative has been identified; and

WHEREAS, the City's engineering staff is in negotiations regarding improvements to the Boones Ferry Road/95th Avenue area, and the recommended ODOT improvements are included in those discussions and should satisfy ODOT's concerns in this regard; and

WHEREAS, the City has, in its letters to Washington County, Tualatin and Sherwood, outlined the steps preceding annexation of properties to the City and the approximate 1 – 2 year time period for such steps to occur, thus allowing a reasonable time for determination of the preferred Connector alternative; and

WHEREAS, after conducting a special public hearing on May 16, 2007, and after affording all interested parties an opportunity to testify and/or submit information into the record

of proceedings on this matter, the Planning Commission forwarded a recommendation of approval onto the City Council; and

WHEREAS, on May 31, 2007 (Attachment 3), City staff responded to letters from Washington County and from the City of Sherwood explaining that the time necessary to an applicant to work through the application and annexation process in the city of Wilsonville would likely correspond well to the timeline for the determination of the I-5/99W Connector alignment, and that therefore adoption of the Master Plan would not impede the Connector process; and

WHEREAS, in June 2007 (Attachment 4), a letter was received from Washington County requesting that the City incorporate reservation of extensive rights-of-way on Graham's Ferry Road, Boones Ferry Road, Day Road and Clutter Road into the draft Master Plan in order to preserve all possible I-5/99W Connector opportunities, but the requested rights of ways are greater than that set forth in either Washington County's Transportation System Plan or Wilsonville's Transportation System Plan (see below), and as subsequently stated by Mayor Lehan at the below-mentioned City Council Meeting, are commonly known that Grahams Ferry in particular is subject to geographical constraints, are so large as to greatly reduce development area, and are improbable to meet exaction requirements for development impacts or to meet the greatest public good with the least private impact requirements for eminent domain; and

WHEREAS, a second letter dated July 13, 2007 (Attachment 5), was received from Metro for the City Council record stating that, given the City's application and annexation process and the provisions of Washington County's interim FD-20 Zoning district, "it appears that the proposed master plan, dated March 30, 2007, is consistent with the requirements of Title 11 of the Urban Growth Management Functional Plan and Metro Ordinance 02-969B conditions"; and

WHEREAS, subsequent comments from Washington County and the City of Sherwood requested that the City delay the planning process, and especially the adoption of the Coffee Creek Master Plan into the City's Comprehensive Plan until the alignment of the I-5/99W Connector was determined; and

WHEREAS, the City responded that none of the alignments under consideration traversed the Coffee Creek area south of Day Road, that there was a continuing need for industrial land in the south Metro area adjacent to I-5, that the supply of industrial land master

planned and ready for development was very limited, and that the hearings on adoption of the CCMP would continue; and

WHEREAS, the Coffee Creek Master Plan complies with the established goals for the project and creates a detailed transportation, infrastructure and land use plan for the area consistent with the Regionally Significant Industrial Area (RSIA) designation placed on it by Metro; and

WHEREAS, Metro has indicated that master planning can occur as long as it incorporates the general location of the I-5 to 99W Connector and the Tonquin Trail per the 2004 Regional Transportation Plan (RTP) both which were addressed; and

WHEREAS, a second letter was received from Washington County requesting the City to include in the CCMP provision for improvements to seven lanes for Graham's Ferry and Boones Ferry Roads, and to five lanes for Day and Clutter Roads; and

WHEREAS, the City's Transportation Systems Plan (TSP) currently has no street standard cross sections in excess of five (5) lanes, the standard for major arterials; and

WHEREAS, in the City's TSP, Graham's Ferry Road is currently designated a minor arterial from Clay Road south, Day Road is designated a major collector and Boones Ferry between Day Road and Parkway Center Drive is designated a major arterial; and

WHEREAS, a review of the Regional Transportation Plan or Washington County Comprehensive/Transportation Plan finds that there are no requirements that provide for street capacities or rights of way in excess of those provided in the Wilsonville Plan and TSP; and

WHEREAS, the City Council held a duly noticed public hearing on July 16, 2007; and

WHEREAS, Lawrence Odell, Assistant Director of the Washington County Department of Land Use and Transportation, appeared and testified that "adoption of the Coffee Creek Master Plan as part of the (City's) Comprehensive Plan prior to identifying the final I-5/99W Connector project is premature and violates the Urban Planning Area Agreement (UPAA) between Washington County and the City of Wilsonville", and "request that you delay the action formally until we have a chance to work together and address the issues that have not been addressed to this point", or alternatively that there was an upcoming meeting of the I-5/99W Project Steering committee to narrow the connector alternatives and he requested that the city council delay action for at least two months to analyze the selected alternative(s); and

WHEREAS, a letter dated July 16, 2007 (Attachment 6), was received and entered into the Council record from Kathy Lehtola, Director of the Washington County Department of Land Use and Transportation, reiterating many of these same points; and

WHEREAS, testimony by the City's consultant before the City Council as well as previous reports submitted in the record provide that traffic impacts of the development of Coffee Creek I Master Plan area would not have a negative impact on any of the planned Connector alternatives or even in the event of a no-build alternative, and vice versa; and

WHEREAS, Wilsonville has developed as a transportation center, one third of its lands are developed or designated for industrial development, and it has a long and positive history and experience that its planning for transportation infrastructure capacity and necessary rights of way have well supported its industrial lands; and

WHEREAS, the city has coordinated with Metro, Washington County, Tualatin, ODOT, Sherwood and other agencies and has accommodated their requests where practicable and supportable by applicable land use standards; that Washington County greater right of way requests are impracticable, not merited, nor do they meet applicable land use standards or plans; that the City's planning for transportation, infrastructure and land use of Coffee Creek I as the urban service providers meets the intent of UPAA agreement; that Washington County has not demonstrated any intent to provide these services or to meet the two-year planning requirements of Ordinance No. 02-969B; that Washington County was previously in accord with the City's Concept Plan for the area; that the Master Plan's approval is only applied to the property within the area upon the properties' annexation; that the Master Plan for Coffee Creek I is in keeping with the City's Comprehensive Plan and other land use requirements as found and concluded in the Master Plan itself and accompanying staff reports; and a delay until a Corridor Alternative is finally selected is too indefinite to meet the public interest and current need for RSIA lands, the preponderance of the evidence supports the fact that the current alternatives are not likely to negatively impact the Coffee Creek I Plan, and it has not been shown by a preponderance of evidence that the Coffee Creek I Plan's development will negatively impact any of the corridor alternatives, rather the preponderance of the evidence supports such development will not have a negative impact; and

WHEREAS, after considering the testimony, exhibits, reports and the recommendation from the Planning Commission, the City Council voted 5-0 to adopt Ordinance No. 637 on first

reading with errata changes, and determined to carry over the second reading for two months until September 17, 2007, in consideration of and in accommodation of Washington County's alternative request; and

WHEREAS, on July 19, 2007, City Attorney Kohlhoff wrote to Dan Olsen, Washington County Counsel (Attachment 7), advising the County that the Council, in the interest of coordination, has scheduled the second reading of Ordinance No. 637 for September 17, 2007, thus providing the requested two months delay; and requesting that Washington County interpret the 1988 UPAA under its special provisions section authorize Wilsonville to master plan infrastructure development for areas within the Urban Planning Area such as Coffee Creek I or to enter into negotiations with Washington County over the next 60 days to amend the UPAA to delegate specific planning authority within the UGB to Wilsonville for Coffee Creek I; and

WHEREAS, on July 27, 2007, Michael Bowers, Community Development Director, (Attachment 8) responded to Kathy Lehtola's letter of June 4 regarding expansive rights-of-way providing a factual rebuttal to her requests; and

WHEREAS, by letter of July 30, 2007, Christopher Gilmore, Sr., Assistant County Counsel, advised Mr. Kohlhoff that Washington county had a limited, time-sensitive process to authorize any land use ordinances under its charter and that the commission would have to first authorize staff to proceed and then adopt any change in a very short timeframe, and that Washington County would not agree to the requested interpretation UPAA; and

WHEREAS, on or about August 13, 2007, the City received a draft Washington County Ordinance No. 680 authorizing its staff to amend the joint UPAA and to include language stating that, "For the area outside of the city limits and within the UPA, delegation of the planning authority to the City is contingent upon selection of a preferred alternative for the I-5/99W Connector by the I-5/99W Connector Project Steering Committee. The County and the City may agree through a Memorandum of Understanding to delegate planning authority to the City for this area prior to selection of the preferred alternative provided any proposed comprehensive plan amendment includes the maximum road right of way reservations or such other assurances as are necessary and consistent for preserving the I-5/99W connector alternatives selected by the Project Steering Committee"; and

WHEREAS, the language "maximum road right of way reservation" is still being represented by as Washington County staff as that requested in the aforementioned Lehtola letter

rather than that called out in the respective TSPs, and the language "other assurances" was to provide some flexibility but has not been defined by Washington County as of yet; and

WHEREAS, this language, "maximum road right of way reservation" has no definition unless tied to a Comprehensive Plan or TSP designation and since it is not, appears to require more than Statewide Goal 2 mandates and upon reviewing Washington County's recent UPAA with Sherwood and Tualatin, more than what is prevailing in the region; and

WHEREAS, Washington County has scheduled a Planning Commission public hearing on the draft Ordinance to amend UPAA for October 17, 2007, and a public hearing before the Board of County Commissioners on October 23, 2007; and

WHEREAS, in discussions, the County has rejected a further City request to amend the UPAA to track the UPAA form approved by the County with other jurisdictions in the immediate area; and

WHEREAS, the I-5/99W Connector Project Steering Committee met on August 22, 2007, and selected 5 alternatives to be studied further for determination of the final connector alignment. Those alternatives are:

No Build- The No-Build alternative provides the baseline against which other solutions can be compared. This alternative assumes construction of transportation facilities already identified in local and regional transportation plans that are approved and funded.

Transportation Demand Management (TDM) and Transportation System Management (TSM) - TDM/TSM includes transportation system improvements that help reduce single driver vehicle use, enhance pedestrian/bicycle systems, improve mass transit, and upgrade intersections and signal timing within the project area.

Enhanced Existing System Alternative (EESA) – This alternative focuses on ways to significantly improve the area's existing roadway system (including the TDM/TSM ideas) without pursuing a new, major connector between I-5 and Highway 99W. This option proposes a variety of roadway improvements including substantial upgrades to increase the vehicle carrying capacity on Tualatin-Sherwood Road.

Connector (s) within the UGB- Alternative category 4 will propose one or more corridors for a new limited access highway/high capacity parkway between I-5 and Highway 99W entirely within the urban growth boundary (UGB).

Connector(s) outside, or partially outside the UGB – Alternative category 5 is identical to category 4 except corridors may be partially or entirely outside the UGB. In order for any solution to be constructed outside the UGB, it will be necessary to demonstrate that no reasonable solution can be implemented within the UGB. Solutions in this category will require an exception to state planning rules; and

WHEREAS, only Alternative 3 enhancing existing roadways directly abuts the Coffee Creek I planning area; and

WHEREAS, the recommended street enhancement improvements in the Coffee Creek I Master Plan are consistent with the currently adopted Regional Transportation Plan and Transportation Systems Plans of Washington County, the City of Sherwood and the City of Tualatin; and

WHEREAS, the proposed transportation plan in the Coffee Creek I Master Plan utilized the data base requested by Washington County, and has been determined to be adequate to serve the projected development levels in the Coffee Creek Planning Area as well as the pass through traffic,; and

WHEREAS, Washington County has acknowledged (Lehtola letter of July 16, 2007) that the Coffee Creek I Master Plan can be subsequently amended to address impacts, if any, from the Connector Project but has rejected that as sufficient "other assurances necessary and consistent" for preserving I-5/99W connector alternatives; and

WHEREAS, adoption of the Coffee Creek Master Plan is critical so that the City can continue to provide for economic development and creation of jobs to meet the requirements of Title 4 of the UGMFP as well as to satisfy commitments to the region; and

WHEREAS, the Coffee Creek Master Plan (CCMP) is a detailed transportation infrastructure and land use plan for the area of approximately 193 total acres with 164 gross build able acres of land designated Regionally Significant Industrial Area (RSIA) and bound to the north by Day Road and the Coffee Creek Correctional Facility, to the west and south by the Portland and Western Railroad (P&WRR) tracks and to the east by the existing City limits; and

WHEREAS, the *Title 11-Planning for New Urban Areas* compliance deadline was March 2007; Washington County is not planning to provide infrastructure for this area, and acknowledges Wilsonville will be the provider; therefore, adoption of the City's Coffee Creek I Master Plan is critical to compliance; and

WHEREAS, under ORS 195.025, Metro has the authority and responsibility to coordinate all planning activities affecting land uses in tri-county area to ensure that amendments to plans are consistent wit the comprehensive plans of affected jurisdictions; and

WHEREAS, pursuant to that role, and mindful of the positions of the jurisdictions in the region relative to the connector project as noted above, Metro approved the proposed Coffee Creek Master Plan as consistent with the Metro UGMFP and Title 11; and

WHEREAS, it appearing to the Council that conditional adoption of the Coffee Creek I Master Plan with its application subject to annexation is consistent with applicable state, regional and local law, and that the City has complied particularly with Statewide Goal 2 requirements for coordination with affected governments and has been reasonable in its coordination efforts with affected governments under the applicable land use standards as recited above; and

WHEREAS, the City received a letter dated September 14, 2007 signed by Kathy Lehtola, Director of Land Use and Transportation Washington County and Senior Assistant Washington County Counsel Christopher Gilmore (Attachment 9) further requesting the City Council delay its decision on the Coffee Creek I Master Plan with supporting rationale, which among other things challenged the adequacy of the City's transportation findings under the applicable Oregon Administrative Rules and challenged the City's jurisdiction to Master Plan the Coffee Creek I area under Metro ordinance No. 04-104B; and

WHEREAS, the proposed ordinance to adopt the Coffee Creek I Master Plan with amendments was read by title and the amendments were reviewed for the record at the regular meeting on the City Council on September 17, 2007; and the City Council opened up the hearing and received the September 14, 2007 Washington County letter (Attachment 10) and testimony from Lawrence Odell, Assistant Director of Land Use and Transportation for Washington County supporting the requested delay as set forth in the letter and then he responded to questions from the City Council, received testimony from Buzz Weideman, an interested property owner within the Coffee Creek I area, opposing any delay citing the long delay since coming into the UGB in 2002, the inability to sell or plan the use of his land as well as his neighbors' inability to do the same because the planning had not been completed, and that Washington County was requesting an indefinite delay based on the possibility of traffic impacts involving corridor alternatives that had not been selected and were not currently known, received proposed supplemental transportation findings by staff (Attachment 10) addressing the

applicable OAR's in response to the September 14, 2007 letter, received proposed responsive findings to other rationale set forth in the September 14, 2007 letter, received a printed copy of an e-mail dated September 17, 2007 from Senior Metro Attorney, Richard Benner, (Attachment 12) to City Attorney Kohlhoff stating Metro Ordinance No. 04-104B did not apply to the Coffee Creek I land area, and received a printed copy of an e-mail forwarding the Benner e-mail to Washington County attorney Gilmore by attorney Kohlhoff at 12:45 PM, September 17, 2007 (Attachment 12); and

WHEREAS, it was duly moved, seconded and approved to continue the matter for decision to October 1, 2007; thereby, allowing the City Council to review the additional testimony, exhibits/attachments and to provide the staffs of the City and Washington County time to further confer and coordinate to determine whether a Memorandum of Understanding could be amicably reached; and

WHEREAS, under the City Manager's portion of the City Council meeting of September 17, 2007, the City Manager addressed some of the late timing and issues addressed late in the coordination process by Washington County and that a further coordination meeting was being scheduled for Monday, September 24, 2007 with key Washington County executive staff.

WHEREAS, in advance of the October 1 meeting, city staff drafted a proposed Memorandum of Understanding (MOU) which under the UPAA would provide the "other assurances" that connector alternatives would not be foreclosed by city adoption of the Master Plan. The draft MOU provided three substantive conditions to the delegation of planning authority to the city for the subject property: 1) that enactments be subject to annexation of the property to the city, 2) that the text of any enactments provide for future amendments consistent with the connector selected by the I-5/Hwy 99W Project Steering Committee, as that project or parts thereof are adopted into the Regional Transportation Plan, and 3) that the possibility of such future amendments will be recognized in any development agreements or Measure 37 waivers that would be conditions of annexation approval. These conditions addressed the primary concerns of the county that: 1) city/county planning jurisdiction in this area be mutually accepted, 2) that planning for possible future connectors be reserved in the Master Plan and 3) that property owner entitlements in Master Plan adoption be legally minimized. At the October 1 meeting, county staff preliminarily was in accord with the proposed MOU conditions and sought a further condition that required an unspecified set-back and right-of way for Day Road. Based

upon further discussion, this condition was refined to require where the area north of the current Day Road was planned, a reservation of sufficient right-of-way to accommodate a future widening of Day road to a five-lane Wilsonville arterial standard as necessary for and consistent with the connector project; and,

WHEREAS, the City of Tualatin participated in these discussions, supported the process for Coffee Creek I (Attachment 13) and subsequently participated in the discussions concerning the MOU; and

WHEREAS, in the succeeding weeks, the respective staffs further refined the draft MOU to incorporate language which the staffs could recommend to its governing bodies (Attachment 14); and,

WHEREAS, the City Council discussed the MOU approach at its October 1, 2007 council meeting and continued the matter to the October 15, 2007 meeting to accommodate further consideration by the city and county; and

WHEREAS, upon consideration of the draft MOU (Attachment 14) and finding it to be acceptable in substance,

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

Findings and Conclusions:

Section 1. The recitals set forth above are findings and conclusions of the City Council and are incorporated as if fully set forth herein; and staff report and conclusionary findings dated July 16, 2007, and amendments dated September 13, 2007, are hereby adopted as findings, attached as Exhibit A, and incorporated as if set forth fully herein. All documents referenced and recited above are public records and are entered into this record.

Order:

Section 2. City Council hereby adopts the Coffee Creek I Master Plan and Appendix (Dated April 23, 2007), attached as Exhibit B, as a sub-element of the 2007 City of Wilsonville Comprehensive Plan, and its application and enforcement is subject to annexation of affected properties. Language in the Comprehensive Plan concerning AREA H and adoption of the subject master plan, is hereby repealed.

Section 3. Staff Direction and Authorization. The City Council further approves and authorizes the City's assurances set forth in the MOU (Attachment 14). City staff is hereby directed to support the UPAA amendment and MOU (Attachment 14) in County adoption proceedings, and the City Manager is authorized to execute final documents that are a final result of that process and are in keeping with the MOU (Attachment 14).

SUBMITTED to the Wilsonville City Council, read the first time at a regular meeting thereof on the 16th day of July 2007, and scheduled for second reading at a regular meeting thereof on the 15th day of October 2007 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall.

Sandra C. King

Sandra C. King, MMC, City Recorder

ENACTED by the City Council on the15th day of October 2007, by the following votes:

YEAS: -5- NAYS: -0-

Sandra C. King

Sandra C. King, MMC, City Recorder

DATED and signed by the Mayor this 16th day of October 2007.

Charlotte Lehan

CHARLOTTE LEHAN, MAYOR

SUMMARY OF VOTES:

Mayor Lehan	Yes
Council President Kirk	Yes
Councilor Knapp	Yes
Councilor Ripple	Yes
Councilor Núñez	Yes

Attachments:

1. May 14, 2007 Letter from Metro
2. May 16, 2007 letter from Oregon Department of Transportation
3. May 31, 2007 Letter to Kathy Lehtola, Washing County
4. June 4, 2007 letter from Kathy Lehtola, Washington County
5. July 13, 2007 Letter from Metro
6. July 16, 2007 Letter from Washington County
7. July 19, 2007 Letter to Dan Olsen, Washington County Counsel
8. July 27, 2007 Letter to Kathy Lehtola from Michael Bowers
9. September 14, 2007 Letter from Kathy Lehtola to Mayor and Council
10. September 17, 2007 E-Mail from Richard Benner Senior Metro Attorney
11. September 21, 2007 Letter from David Bragdon of Metro
12. September 25, 2007 E-Mail originally from Richard Benner, Metro to Michael Kohlhoff, Wilsonville City Attorney.
13. September 14, 2007 letter from Sherilyn Lombos, Tualatin City Manager
14. Memorandum of Understanding (MOU) between Washington County and the City of Wilsonville

WILSONVILLE PLANNING DIVISION
Legislative
AMENDED STAFF REPORT

HEARING DATE: September 17, 2007

DATE OF REPORT: **Amended** September 17, 2007

APPLICATION NO: LP07-0001

REQUEST: Adoption of the Coffee Creek Master Plan as a sub-element of the Comprehensive Plan.

LOCATION: The area is generally bound by Day Road and the Coffee Creek Correctional Facility on the north, the Portland and Western Railroad to the west and south, and the existing city limits to the east.

APPLICANT: City of Wilsonville

STAFF REVIEWER: Chris Neamtzu AICP, Long-Range Planning Manager

CRITERIA:

Wilsonville Comprehensive Plan:

Plan Amendments
Citizen Participation.
Goal 1.1
Policy 1.1.1
Implementation Measures 1.1.1a – 1.1.1h
Urban Growth Management:
Policy 2.2.1
Implementation Measures 2.2.1a – 2.2.1h
Public Facilities and Services.
Goal 3.1
Implementation Measures 3.1.1.a, 3.1.1d,
Policy 3.1.2, Policy 3.1.3
Implementation Measures 3.1.3a – 3.1.3c
Implementation Measures 3.1.4e, 3.1.4f
Implementation Measure 3.1.5e
Implementation Measures 3.1.6c, 3.1.6k, 3.1.6p, 3.1.6t
Implementation Measures 3.1.7d, 3.1.7e, 3.1.7f, 3.1.7g, 3.1.7h, 3.1.7n
Implementation Measures 3.1.11b, 3.1.11i
Land Use and Development:
Implementation Measure 4.1.1e
Policy 4.1.3.

Planning and Land Development Ordinance:

Section 4.198: Comprehensive Plan Amendments.

Statewide Planning Goals:

Goal 1- Citizen Involvement,
Goal 2-Land-Use Planning,
Goal 5-Natural Resources,
Goal 6-Air, Water and Land Resources,
Goal 8-Recreational Needs,
Goal 9-Economic Development,
Goal 11-Public Facilities and Services
Goal 12-Transportation,
Goal 13-Energy Conservation
Goal 14-Urbanization

Metro

2040 Plan,
Urban Growth Management Functional Plan, Titles 1, 4, 8 and 11.

SUMMARY:

On May 16, 2007 the Planning Commission conducted a special public hearing to review the Coffee Creek Master Plan, and forwarded a recommendation of approval to the City Council with no changes. There was verbal and written (Exhibit 20) testimony provided by Ms. Doris Wehler, Wilsonville Chamber of Commerce President Elect, in favor of the Master Plan. No other testimony was received at the public hearing. Please refer to the list on page 13 of this staff report for a complete list of exhibits entered into the record at the Planning Commission public hearing on the Coffee Creek Master Plan. The entire Planning Commission record is included with your packet materials.

Following the public hearing, another letter was received from Kathy Lehtola, Director of Land Use and Transportation for Washington County (dated June 4, 2007-Exhibit 24). Ms. Lehtola's letter makes several specific requests if the City proceeds with adoption of the Coffee Creek Master Plan. The requests include reservation of "extensive right-of-way along roadways within the study area." Other requests include at a minimum, reservation of a seven lane section along Graham's Ferry Road and Boones Ferry Road, plus a five lane section along Clutter and Day. Additionally, Washington County requests the City require 500' left turn pockets, and 500' right turn lanes at all signalized or potentially signalized intersections within the study area. It is important to note that the widths of streets requested by Washington County are not supported by the Master Plan traffic data and modeling that has been done for the project. Furthermore, the requested street widths are not supported by the City's acknowledged TSP and would create street cross sections that are too wide jeopardizing livability.

Staff believes that these requests are unwarranted given the preferred alignments for the I-5/99W corridor study, none of which are located in the Coffee Creek I planning area. Once a final decision on the alignment of the Connector is made by the various technical committees and elected officials, any necessary revisions or amendments could be made to the Coffee Creek Master Plan to address conflicts or concerns. Until such information is available, over sizing of roads and reserving excessive rights-of-way is unnecessary and not proposed by Staff. Informal discussions with policy makers indicate that the City is not willing to accommodate such requests in the Coffee Creek area as part of Master Plan adoption.

Attached are correspondence (Exhibits 21, 22 and 23) from Sandi Young, Planning Director to Washington County and the cities of Sherwood and Tualatin regarding adoption of the Coffee Creek Master Plan. Generally, the letters discuss the lengthy process that needs to be gone through leading to ultimate development of this area. The process requires aggregating parcels into larger contiguous properties, entering into development agreements to understand the proportionate infrastructure related costs, and obtaining land use approval from the Development Review Board for Stage I/II, site design review, annexation and zone change requests. In addition, the Code needs to be updated to include the Day Road architectural design overlay and other infrastructure master plans will require revisiting. In the most compressed timeframe, this will take 8 – 12 months, at which time it is hoped that there will be final decision on the preferred connector route. If by chance the preferred connector route impacts the Coffee Creek Master Plan area, the Plan will be re-evaluated and adjusted accordingly.

ODOT Senior Planner Marah Danielson submitted a letter into the record (Exhibit 19) that raised concerns about one of the DKS recommendations contained in Technical Memorandum #2 dated May 2, 2007. Specifically, it was related to the recommendation to re-stripe the northbound left turn pocket on Boones Ferry Road at the Day Road intersection to provide additional capacity. The City's Engineering Division are working with ODOT on a package of improvements to the Boones Ferry Road/95th Avenue/I-5 intersection area as part of the Bryce office building application, and will be working through details as part of those pending current planning land use applications.

RECOMMENDATION:

Staff respectfully recommends that the City Council conduct the public hearing on the Coffee Creek Master Plan and adopt the proposed Ordinance.

BACKGROUND:

The Coffee Creek Master Plan (CCMP) has been developed over the past 16 months under the guidance of consultants (OTAK and DKS Associates), City staff and the Planning Advisory Committee (PAC). The PAC represents broad interests in the area including local government (Washington County, cities of Sherwood and Tualatin), agency representatives (Metro, Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT)), landowners, landowner's representatives, interested individuals, business and development interests. The Master Plan is proposed to be adopted as a sub-element of the City's Comprehensive Plan. No changes to the Comprehensive Plan Map or Zoning Map

are proposed at this time, as those changes will occur on the property owner's initiative and will be accompanied by site specific development proposals in the area. The City received a Transportation and Growth Management (TGM) grant from DLCD and ODOT to fund the consultant's share of costs for this Master Planning effort.

The proposed Plan built on and refined the *Preliminary Urban Reserve Plan - Area 42* Concept Plan (later called Area 49) that was developed in 1998 by the City and their consultants for the same general area in response to the siting of the Coffee Creek Correctional Facility (CCCF). With the extension of infrastructure to serve the CCCF, Area 42 was well positioned for future industrial development in the area.

At the same time as Master Plan development, a Concept Plan was developed for an area extending generally one lot north of Day Road, west of Boones Ferry Road. Neighboring jurisdictions requested that the City delay adoption of the Concept Plan until more is known about the location of the I-5/99W Connector. The City has complied with this request.

ISSUES:

Throughout the Coffee Creek planning process, Washington County, Sherwood and Tualatin have expressed concerns regarding the relationship between this planning effort and the I-5/99W Connector project. The concerns were that the connector route might be located within the planning area, and especially within the area north of Day Road, and that traffic impacts could not be fully evaluated until the location of the connector was determined. Because the city and the region are in need of available industrial lands located near major freight routes, and because Metro Title 11 requires master planning of UGB areas within two years of the time of inclusion within the UGB, the City continued with its planning work, while at the same time remaining aware of the Connector project work.

Midway through the master planning work, Washington County requested additional impact analysis, which the City and their consultants prepared, and which was accepted by Washington County. As the time for public hearings approached, the determination of the Connector location had not been completed, so the city responded to the concerns of its neighboring jurisdictions and separated the adoption processes for the Master Plan area south of Day Road and the Concept Plan area north of Day Road. The most recent Connector siting proposals contain no potential locations in the Master Plan area south of Day Road. However, letters received in response to the public hearing notice for the Planning Commission's May 16 hearing (Exhibits 3, 4, and 13) continue to maintain that direct and/or indirect impacts to the coffee Creek planning area cannot be specifically evaluated until the 99W/I-5 connector planning process has progressed further. The City respectfully disagrees.

Traffic modeling done for both Coffee Creek and for the Connector Project used the same Metro database, which presumed future development of the Coffee Creek area as RSIA industrial. That use will not change, regardless of the location of the connector. The connector is intended to be a limited access highway. Therefore, local and area traffic will continue to use the local street grid as it is recommended to be improved. None of the recommended improvements will preclude any of the currently proposed Connector locations, although further mitigation of

connecting streets may be required as part of any connector project. Therefore, there is no fatal flaw technical basis for requesting that adoption of the Coffee Creek Master Plan for the area south of Day Road be postponed.

Washington County further asserts that they have not given the City authority, via an Urban Growth Management Agreement (UGMA), to plan in the unincorporated area of the County. This assertion is correct. However, the most recent UGMA is dated 1988, and shows the City's planning area as coterminous with the city limits. At that time, there were no Metro UGB lands adjacent to Wilsonville and no reason for the City, as the service provider upon annexation, to be concerned about planning outside the city. The City maintains, as the provider of services within a UGB area following annexation, that cities are the logical entity to prepare the Master Plans for UGB areas. However, staff will need time to address the jurisdictional authority issues that have been raised.

Public Process:

To date, the public involvement process that has been conducted included PAC meetings, a public open house, email correspondence and web site postings throughout the entire process. Five PAC meetings were held: June 15, 2006; August 18, 2006; October 20, 2006; February 16, 2007 and April 6, 2007. These meetings were advertised in the Oregonian and on the City's web site and were open to the public. A public open house was held on September 28, 2006 to review two draft alternatives which proposed slight variations in street networks, paths and architectural overlay areas. Feedback from the community was gathered on the two draft alternatives, and summarized. The two plans were then reviewed in detail by the PAC, and refined into one proposal that blended elements of both recommendations resulting in the Preferred Draft Recommended Master Plan (please see Figure 1 of the Master Plan). The draft recommended master plan was developed through a consensus based approach with the PAC and was discussed at the February 16, 2007 meeting. On March 13, 2007 the parks component of the plan was presented to the Parks and Recreation Advisory Board in a public meeting and on March 14, 2007 and April 11, 2007 the Planning Commission conducted work sessions on the draft Master Plan. On May 16, 2007 the PC forwarded a recommendation of approval of the Plan to the City Council.

To date, five primary tasks with multiple steps have been completed. They include: the establishment of project goals and objectives, overview of existing plans and policies, establishment of evaluation criteria, development of conceptual alternatives, preparation of a technical transportation analysis, creation of an annexation/cost impact report, establishment of an alternatives ranking matrix and development of the draft master plan.

Other Background:

The study area is comprised of approximately 216 acres of land bound to the north by Day Road and the CCCF, to the west and south by the Portland and Western Railroad (P&WRR) tracks and to the east by the existing City limits. The land is mostly located in unincorporated Washington County, with a small triangle (south of Clutter Road) located in Clackamas County (Please refer

to Figure 1 on page 4 of the Master Plan). This land was added to the Metro and City Urban Growth Boundary (UGB) in December of 2002 via Metro Ordinance No. 02-969B.

In 2004, Metro added additional land to the Metro UGB east of the railroad tracks between Day Road and Tualatin's southern boundary, but conditioned future annexation north of Day Road on a decision regarding the preferred location of the future I-5/99W connector route. The 2002 additions did not contain such conditions. Metro's Ordinance No. 04-104B, Exhibit F only pertains only to the area north of Day Road. Metro's conditions require Title 11 planning to occur within two years of this decision point, and also indicate that master planning can occur as long as it incorporates the general location of the connector and the Tonquin Trail per the 2004 Regional Transportation Plan (RTP). The City is proposing to adopt a master plan for the area south of Day Road only.

The Coffee Creek planning effort is being conducted to create a detailed transportation, infrastructure and land use plan for the area consistent with the Regionally Significant Industrial Area (RSIA) designation placed on it by Metro. Staff will follow up adoption of the Coffee Creek Master Plan with proposed amendments to the Development Code, Comprehensive Plan, Transportation Systems Plan and other applicable infrastructure master plans to implement the concepts contained in the Master Plan (Please refer to the May 4, 2007 *Coffee Creek Industrial Area Draft Land Use Code Amendments, Task 7 Memorandum* found in Section I of the Appendix).

Plan Recommendations:

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August 2006. OTAK applied general findings to the draft criteria that were presented to the public at the Open House in September 2006. The results from the preliminary evaluation were presented to the PAC in October 2006, and again in February 2007. During the February PAC meeting, the members discussed how each criterion could be used to make informed decisions regarding the advantages and disadvantages of the alternatives and then identified an overall recommendation for each Goal.

The overall recommendation from the PAC was to prepare a draft Plan that is a "hybrid" combination of Alternatives 1 and 2 as a Preferred Alternative, as illustrated in Figure 1 of the Master Plan. The Preferred Alternative and supporting documentation comprise the proposed Master Plan.

Master Plan Summary:

Goals:

The goals for this master planning effort are:

Goal 1: Consistency with Local, Regional, and State Plans

Ensure that the master/concept plans are consistent with the Metro 2040 Plan, the Urban Growth Management Functional Plan and the City of Wilsonville's Comprehensive Plan

Goal 2: Transportation
Protect the capacity and efficiency of the region's transportation system for the movement of goods and services

Goal 3: Public Facilities
Plan for orderly, economic provision of public facilities and services.

Goal 4: Citizen/Stakeholder Participation
Provide for extensive stakeholder involvement in the planning process

Goal 5: Quality of Development
Maintain high quality industrial development

Staff finds that the process conducted to date has resulted in satisfaction of the project goals by specifically:

- evaluating local, regional and state plans as they relate to this planning effort and documenting compliance (Section C of the Appendix) (Goal 1);
- evaluating the transportation network through existing condition, build and no-build scenarios, and documenting the findings in technical memorandums (Sections E, F and G of Appendix and specifically the May 2, 2007 Coffee Creek Transportation Technical Memorandum #2 prepared by DKS Associates) (Goal 2);
- reviewing and building upon City public facility master plans that strive for orderly provision of public facilities and services (Sections D, E, F and H of the Appendix) (Goal 3);
- conducting a citizen stakeholder process (Goal 4);
- establishing overlays and design guidelines that will ensure maintenance of high quality development (Goal 5).

Land Use:

The area will accommodate light industrial development that is consistent with the City's Planned Development Industrial (PDI-RSIA) zoning designation and the Metro Regionally Significant Industrial Area (RSIA) designation. The permitted uses are comprised primarily of warehouse/distribution, storage, assembly, manufacturing, processing, fabrication, research, industrial services, office complexes (limited to 20% of floor area), technology and corporate headquarters. Retail and commercial uses are limited in RSIA areas, with 3,000 SF being permitted in a single building, and as much as 20,000 SF total permitted in multiple buildings. Prohibited uses are generally those that would violate the performance standards (noise, fallout, vibration etc.) of the zone.

Regionally Significant Industrial Areas (RSIA):

Metro's Title 4 of the Urban Growth Management Functional Plan (UGMFP) calls for a strong economic climate. To achieve that end, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in RSIA areas. RSIA areas allow light industrial uses and have strict limitations on non-industrial uses, particularly commercial.

RSIA are those lands that are located near the region's most significant transportation facilities (I-5) for the movement of freight and storage of goods. The Coffee Creek area represents 216 acres of RSIA land that will assist the region in achieving its employment targets and promoting a strong economic climate. The RSIA designation will help meet the regions documented need for high wage light industrial development. It should also be noted that the consultant has identified three potential Oregon Industrial Certified Site candidates (Exhibit 14) within the Master Plan area, which would assist the City, region and state with accommodating strategic employment growth.

Wilsonville is quickly running out of available industrial land, particularly large contiguous parcels, as is evidenced by recent industrial land supply studies. As a result, adoption of this Master Plan is critical so that the City can continue to provide for economic development and creation of jobs to meet the intent of Title 4 as well as to satisfy commitments to the region. The Master Plan addresses provision of adequate amounts of serviceable land easily accessible land to the interstate highway system for the storage and movement of freight and for other RSIA compatible employment opportunities.

Transportation:

Primary access is planned from I-5/Elligsen Road via Boones Ferry Road and Day Road. Access will also be provided via Grahams Ferry Road, Ridder Road and the planned Kinsman Road. Transit routes are located within a ½ mile walk from the Master Plan area, with SMART/Tri-Met bus stops located near Commerce Circle/95th Avenue.

Additional transit routes are planned in the Draft Transit Master Plan (2007). Proposed is an expansion of Route 203, which is anticipated to serve the 95th Avenue employment corridor and traverse Day Road to the CCCF. Service for this expansion is anticipated to be in 2013, depending on the progress of development.

The Coffee Creek Master Plan Appendix contains detailed traffic analysis and technical memorandums prepared by DKS Associates that summarize key transportation issues specific to the project area. It is staff's intention to follow up adoption of the CCMP with modifications to Wilsonville's 2003 TSP to implement the CCMP.

Water:

The City's Water Master Plan (2000) includes a capital improvement phasing plan that would generally serve the Coffee Creek Industrial Area. A general description of the water system can

be found on page 15 of the Master Plan. A preliminary list of recommended water system improvements is included in Appendix E and Tables 3 and 4.

A water main transmission line exists along Day Road and Garden Acres Road. The Water Master Plan needs to be updated to reflect more accurate site topography and long-range demand levels based on master plan assumptions. An additional reservoir would be needed at some point to provide adequate peak capacity prior to build-out of the entire project area.

Sewer:

The Coffee Creek Master Plan area is to be served with sanitary sewer by the City of Wilsonville and is reflected as Urban Planning Area 4 (UPA-4) in the City's Sanitary Sewer Master Plan. This area was assumed to include the CCCF and the master plan area. Existing sanitary sewer lines are located to the south of the CCCF, and traverse east across Grahams Ferry Road to Garden Acres Road eventually following the P&WRR.

Additional information regarding proposed sanitary sewer capital improvements necessary to serve the area can be found on page 16 of the Master Plan as well as in Sections E and F of the Appendix. It should be noted that the City's Sewer Master Plan includes the master plan area in the hydraulic modeling and long range CIP. Site survey work will be needed to update the sewer system model to determine more accurate on and off site sewer system improvements and trunk line size/location, pump station requirements and costs.

Storm:

The master plan area is located in the Coffee Creek watershed. Basalt Creek drains from Tualatin south along the east side of the study area into the Coffee Creek wetlands. The Wilsonville Stormwater Master Plan (2001) and this plan identify potential regional detention facilities in the planning area. These facilities would provide effective water pollution control. The City's standards also require stormwater to be detained and treated on-site in localized detention ponds as well as cleansed through facilities such as bio-swales.

The CCMP proposes the utilization of "green streets" which are unique facilities that allow the street surface run-off to be treated in grassy swales adjacent to the street section (Please refer to Figure 5 on page 22 of the Master Plan). Green streets are proposed as a concept for both Kinsman and Graham Ferry Roads. The TSP would need to be modified to allow for the green street concept to be utilized.

It is also recommended that the City conduct a Basalt Creek and Coffee Creek sub-basin analysis to better define existing stormwater events and flooding related issues. Future development should be modeled to ascertain the likely impacts of development and to identify the impacts of beneficial stormwater design standards. Additional information regarding stormwater management can be found in Appendix F.

Parks:

On March 13, 2007 the draft master plan was presented to the Parks and Recreation Advisory Board. The Board reviewed the materials and preferred alternatives and provided the Planning Commission with a recommendation of approval with small adjustments to the location of one of the waysides, particularly the one at the terminus of Clutter Rd. The Board recommended that this wayside be moved north to orient with the new northern alignment of this street.

Park Facilities Recommendations:

The Draft Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning

...a comprehensive and interrelated system of parks, recreation, and natural areas, that:

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the industrial area and existing parks.

Northwest Industrial Area: *Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the City's workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)*

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one identified park improvement shown in Figure 1, which is listed in the Parks and Recreation Plan as "P12 Industrial Area Waysides."

P12 Industrial Area Waysides (Excerpt from the Parks and Recreation Master Plan)

Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 2 depicts potential wayside locations in this area. Recommendations for the waysides include:

1. *In this area, waysides should be provided within about ¼-mile of employees.*
2. *As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.*
3. *Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.*

Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).

Recommended long range parks and trails include:

- Kinsman Road Green Street Improvement (with parallel bike lanes/sidewalks)
- Grahams Ferry Road Green Street Improvements (with parallel bike lanes/sidewalks)
- Commerce Circle to Kinsman Road pathway connection (estimated capital cost of $270,000)
- Construction of three new waysides south of Day Road (estimated capital cost of $60,000)
- Construction of one new wayside north of Day Road (estimated capital cost of $20,000)
- Basalt Creek trail north of Day Road (estimated cost of $90,000)
- BPA Powerline Easement Trail (to be dedicated for public use by private developers)
- Metro Tonquin Regional Trail (to be constructed and maintained by Metro)

Trails:

The recently adopted Bicycle and Pedestrian Master Plan (2006) contains a number of community walkways/pathways and the regional Tonquin Trail within the study area. The CCMP is generally consistent with the City's Bicycle and Pedestrian Master Plan. The CCMP contains both on and off-street trail, sidewalk and bikeway connections. On-street facilities are proposed along Grahams Ferry Road, Kinsman Road, Clutter and Clay Street. An off street section is proposed to connect Commerce Circle in the city to the future Kinsman Road extension as well as the Tonquin Trail which is envisioned to follow the P&WRR connecting north to the cities of Tualatin and Sherwood.

Significant Resource Overlay Zone (SROZ):

The City's adopted Goal 5 inventory map contained a 3.65 acre upland forest (Site ID # URA#42U3) north of the Allied Waste facility. The adopted map was intended to contain natural resources that were locally significant according to defined standards. This area was mapped as part of the Goal 5 inventory process.

Representatives of Allied Waste have requested that the area be re-evaluated to determine if the area meets the significance criteria established as part of the citywide Goal 5 process conducted from 1999-2001. As part of this request, Staff enlisted the assistance of Mirth Walker, wetland and wildlife scientist with SWCA Environmental Consultants to evaluate the resource values of the site and determine if it meets the significance criteria established for Goal 5 upland natural resources in the City (Please refer to the analysis prepared by Mirth Walker of SWCA Consultants-Exhibit 10). Ms. Walker was the consultant used for the 1998 local wetlands and riparian corridor inventory and the 1999-2001 Goal 5 update. Ms. Walker conducted an on-site survey of the wooded area with Natural Resource Program Manager Kerry Rappold and applied the established criteria. Her findings are that the site does not contain locally significant natural resource values as it did not rate "high" in any of the upland habitat functions. As a result of these findings, Staff is proposing that site URA#42U3 be removed from the Goal 5 regulated map.

EXHIBITS

Additional Exhibits:

Exhibit 24: Letter dated June 4, 2007 from Kathy Lehtola, Washington County Director of Land Use and Transportation to Sandi Young, Planning Director

Exhibit 23: Letter dated May 31, 2007 from Sandi Young, Planning Director to Kathy Lehtola, Washington County Director of Land Use and Transportation

Exhibit 22: Letter dated May 31, 2007 from Sandi Young, Planning Director to Robert Dixon, Community Development Director for the City of Sherwood

Exhibit 21: Letter dated May 31, 2007 from Sandi Young, Planning Director to Douglas Rux, Community Development Director for the City of Tualatin

Distributed at the May 16, 2007 Planning Commission Public Hearing:

Exhibit 20: Written "Testimony of Doris Wehler, President-elect, before the City of Wilsonville Planning Commission regarding Coffee Creek Master Plan.

Exhibit 19: Letter dated May 16, 2007, from Mara Danielson of ODOT, to Sandi Young.

Exhibit 18: Letter dated May 15, 2007; from Rob Dixon, Sherwood Community Development Director; to Sandi Young, Planning Director; regarding Coffee Creek Master Plan.

Exhibit 17: Memo dated May 16, 2007; from Kerry Rappold, Natural Resources Program Manager; regarding SROZ Map (Exhibit 10) Correction – Upland Forest on Allied Waste Property.

Exhibit 16: Letter dated May 14, 2007; from Andy Cotugno, Metro Planning Director; to Sandi Young, Planning Director.

Exhibit 15: Paper Copy of PowerPoint Presentation dated May 16, 2007

Exhibit 14: A map showing, "Potential Certified Industrial Site Candidates"

Staff Report for the May 16, 2007 Planning Commission Public Hearing, including:

Exhibit 13: A letter dated May 8, 2007, from Douglas Rux of Tualatin, regarding Coffee Creek Master Plan

Exhibit 12 *Preliminary Urban Reserve Plan Area 42*, June 1998 (This large document is located in the Planning Division)

Exhibit 11: *North Wilsonville Industrial Area Proposed Concept Plan,* dated June 12, 1998. (This large document is located in the Planning Division)

Exhibit 10: A memorandum dated April 17, 2007, from C. Mirth Walker of SWCA Environmental Consultants, to Kerry Rappold, regarding Willamette Resources Site Visit – URA #42 U3, with attached:

* City of Wilsonville Natural Resource Inventory Upland Summary Sheet
* City of Wilsonville Natural Resource Function Rating Matrix – Upland Natural Resource Areas Only, By Site Number
* City of Wilsonville Natural Resource Function Rating Matrix – Wetlands and Associated Upland Natural Resource Areas.

Exhibit 9: Metro Partial Ordinance No. 04-1040B

Exhibit 8: Metro Ordinance No. 02-969B

Exhibit 7: An email dated May 4, 2007, from Darren Pennington, regarding Testimony re: LP07-0001 Coffee Creek Industrial Area Master Plan.

Exhibit 6: Paper copy of PowerPoint presentation shown, "Coffee Creek Master Plan, Planning Commission, April 11, 2007."

Exhibit 5: An email dated April 11, 2007, from Terry N. Tolls, regarding Coffee Creek Master Plan – As last viewed at the Friday, April 6, 2007, Advisory Committee meeting with attached:

* Fidelity National Title Company property information

Exhibit 4: A letter dated April 9, 2007, to Sandi Young, from Sherwood Community Development Director Robert A. Dixon, regarding Coffee Creek Master Plan.

Exhibit 3: A letter dated March 7, 2007, to Sandi Young, from Kathy Lehtola of Washington County.

Exhibit 2: Internet pages regarding the 1-5 to 99W Connector Project.

Exhibit 1: Draft Coffee Creek Master Plan, dated April 23, 2007, with Appendices dated March 30, 2007. (This large document is located in the Planning Division)

CONCLUSIONARY FINDINGS:

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

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

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

Response: The public and PAC process has been an inclusive public involvement process that was intended to engage the community in a meaningful way, using a consensus based approach to reach the draft recommended master plan concept. The PAC meetings have been open to the public and the City's web site has been updated regularly to allow interested parties to follow the process and comment without attending any meetings. The public forum in September 2006 was very well attended by property owners and/or their representatives, as well as abutting owners and jurisdictions. The Parks Board and Planning Commission work sessions have provided additional opportunity for the public to be involved as do the public hearings with the Planning Commission and City Council. **These criteria are satisfied.**

Implementation Measure 1.1.1.b *Support the Planning Commission as the City's official Citizens Involvement Organization with regular, open, public meetings in which planning issues and projects of special concern to the City are discussed and resultant recommendations and resolutions are recorded and regularly reported to the City Council, City staff, and local newspapers. The Planning Commission may schedule special public meetings as the Commission deems necessary and appropriate to carry out its responsibilities as the Committee for Citizen Involvement.*

Response: The Planning Commission meets on the second Wednesday of every month. There have been two public work sessions on the draft master plan, March 14, 2007 and April 11, 2007 and a public hearing on May 16, 2007 was another open public meeting on the Master Plan. The City Council hearing on July 16, 2007 is yet another opportunity. **This criterion is satisfied.**

Implementation Measure 1.1.1.c *Support the Planning Commission as the Committee for Citizen Involvement, which assists City Officials with task forces for gathering information, sponsoring public meetings and/or evaluating proposals on special projects relating to land use and civic issues, when requested by officials or indicated by community need.*

Implementation Measure 1.1.1.d *Support the Planning Commission as a public Citizens Involvement Organization which assists elected and appointed City Officials in communicating*

information to the public regarding land use and other community issues. Examples of ways in which the Commission may accomplish this include conducting workshops or special meetings.

Response: The plan development and public review process are supportive of the Planning Commission in its role as the CCI. Both work sessions and special meetings have been held on the Coffee Creek Master Plan. **These criteria are satisfied.**

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

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

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

Response: The inclusive public process has resulted in coordination with all of the above citizen groups. Representatives of the PAC also represent the broad cross section of interests that this measure encourages to be coordinated with. **These criteria are met.**

Implementation Measure 1.1.1.g *The Planning Commission will continue to conduct three different kinds of meetings, all of which are open to the public. Whenever feasible and practical, and time allows, the Commission and staff will conduct additional informal meetings to gather public suggestions prior to drafting formal documents for public hearings. The different kinds of meetings conducted by the Commission will include:*

1. *Public hearings;*
2. *Work sessions and other meetings during which citizen input is limited in order to assure that the Commission has ample time to complete the work that is pending; and*
3. *Informal work sessions and other meetings during which the general public is invited to sit with the Commission and play an interactive part in discussions. These sessions are intended to provide an open and informal exchange of ideas among the members of the general public and the Commissioners. Such meetings will happen at least two or three times each year.*

Response: Work sessions and public hearings are being conducted as part of the adoption process for the Coffee Creek Master Plan. **This criterion is satisfied.**

Implementation Measure 1.1.1.h *In preparing public notices for Planning Commission meetings, the staff will clarify whether the meeting will involve a public hearing and/or a work session.*

Response: The public hearing notice that was mailed out by City staff clearly states that a public hearing was being conducted on the Coffee Creek Master Plan. **This criterion is satisfied.**

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

Response: The Coffee Creek Master Plan is for approximately 216 acres of future RSIA industrial land that was added to the City's UGB in 2002 by Metro. The plan represents one of the first steps in what will be the eventual industrial urbanization of the study area **satisfying the above applicable plan criteria**.

Implementation Measure 2.2.1.a. *Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.*

Response: Adoption of the master plan will be one of the first steps in what will lead to annexation and industrial development in the Coffee Creek area. Following the adoption of the CCMP, amendments to other City infrastructure master plans such as the TSP will need to be completed and a full understanding of the cost implications of serving new development worked through, as well as agreements established regarding what parties will pay for what portions of the infrastructure necessary to serve the area. This criterion will be evaluated in more detail at a later stage in the land use process.

Implementation Measure 2.2.1.b *The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.*

1. *The City of Wilsonville shall comply with the provisions of the Metro Urban Growth Management Functional Plan, unless an exception to the requirements is granted as provided in that Functional Plan.*
2. *The City shall comply with the provisions of Metro's Urban Growth Management Functional Plan, as long as that compliance does not violate federal or state law, including Statewide Planning Goals.*
3. *The City of Wilsonville recognizes that green corridors as described in the 2040 Growth Concept are critical to interurban connectivity. If the City at some future date annexes an area that includes a Metro-designated green corridor, it will be the City's policy to do the following:*
    a. *Control access to the transportation facility within the green corridor to maintain the function, capacity and level of service of the facility and to enhance safety and minimize development pressures on rural reserve areas; and*

b. *Provide adequate screening and buffering to adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.*

[Implementation Measure 2.2.1.b(3) added per Ordinance 549, October 21, 2002.]

Response: Adoption of the CCMP will support the purpose statement of Title 4 and the RSIA designation of the UGMFP. There are no green corridors on the Functional Plan map for the CCMP area. **This criterion is satisfied.**

Implementation Measure 2.2.1.c *In conjunction with Metro, Washington County, and Clackamas County, the City shall periodically review and recommend revisions to the Urban Growth Boundary containing buildable land of a quality and quantity adequate to meet urban growth needs for twenty years.*

Response: The CCMP area was added to the City's UGB in 2002 with support from the region, including Metro and Washington County. This area was added specifically for RSIA/industrial development purposes, and will provide much needed jobs and economic development for the region. **This criterion is satisfied.**

Implementation Measure 2.2.1.d *The City shall review all proposed UGB and urban reserve amendments in the Wilsonville area for conformance with Wilsonville's Comprehensive Plan.*

Response: This staff report and the findings of fact contained in the Master Plan demonstrate compliance with the applicable sections of the City's Comprehensive Plan. **This criterion is satisfied.**

Implementation Measure 2.2.1.e *Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:*

1. *Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.*
2. *Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.*
3. *Statewide Planning Goals.*
4. *Applicable Metro Plans;*
5. *Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.*

Response: Adoption of the CCMP will not result in adjustments to the city limits and is not an annexation procedure. Staff will evaluate this Plan criterion at the time annexation is

proposed and a site specific development proposal provided. **This criterion is not applicable at this time.**

Implementation Measure 2.2.1.f *Washington and Clackamas Counties have agreed that no new lots shall be created outside the City and within the Urban Growth Boundary that contain less than ten acres. Development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agricultural activities, accessory uses which are directly related to the primary residential or agricultural use and necessary public and semi-public uses. (Note that this Implementation Measure may need to be revised after the State has completed pending revisions to Statewide Planning Goal 14.)*

Response: No new lots are proposed as part of adoption of the Coffee Creek Master Plan. **This criterion does not apply.**

Implementation Measure 2.2.1.g *Urban sanitary sewer and water service shall not be extended outside the City limits, with the following exceptions.*

1. *Where an immediate demonstrable threat to the public health exists, as a direct result of the lack of the service in question;*
2. *Where a Governmental agency is providing a vital service to the City; or*
3. *Where it is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time.*

Response: The CCMP does not propose the extension of urban services outside of the city limits. **This criterion does not apply to adoption of the Master Plan.**

Implementation Measure 2.2.1.h *To assure consistency between Comprehensive Plans and establish the City's interest in the area, the City shall jointly adopt dual interest area agreements with Washington and Clackamas Counties for comprehensive planning of the land outside the City and within the UGB and the Wilsonville planning area.*

Response: The City has urban growth management agreements and urban planning area agreements that address geographic areas called dual interest areas. Both of the agreements (Clackamas and Washington Counties) need to be updated and are a part of the City's periodic review work program. Conflicts have been raised by Washington County regarding the City's agreement with them, regarding authority to plan the area. Discussions will need to occur to resolve this issue.

Public Facilities and Services: Goal 3.1: *To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services*

Response: The Appendix to the Master Plan contains an infrastructure analysis as well as an annexation/cost impact report that begins to lay the groundwork for understanding the cost of providing upgrades to that infrastructure. The CCMP supports the Comprehensive Plan goal

of assuring good quality public facilities with adequate capacity while not exceeding the community commitment to provide such infrastructure. **This goal is supported by the Master Plan.**

Implementation Measure 3.1.1.a: *The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan.*

Response: The CCMP appendix (Section I) contains a memorandum from Todd Chase of OTAK to Sandi Young, Planning Director outlining recommended amendments to City codes and master plans necessary to implement the CCMP. **This criterion is met.**

Implementation Measure 3.1.1d: *The City shall periodically review and, where necessary, update its development densities indicated in the land use element of the Plan, based on the capacity of existing or planned services and/or facilities.*

Response: Housing is not proposed in the CCMP therefore, this code criterion does not apply. Employment densities are applicable, and the area will target the RSIA employment goals per acre.

Policy 3.1.2: *The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).*

Response: The CCMP begins the coordination of infrastructure that is necessary to ultimately serve the area for industrial development purposes. **This criterion is met.**

Policy 3.1.3: *The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.*

Response: The City's development agreement and land use process assure that the development community pays its fair share of necessary public infrastructure improvements to serve private development. **This criterion does not apply to the proposal.**

Implementation Measure 3.1.3.a: *Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDCs) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.*

Response: The above level of detail will be negotiated as part of the development agreement and entitlement process, which follows master plan adoption. **This criterion does not apply to the adoption of a master plan.**

Implementation Measure 3.1.3.b: *The City will continue to prepare and implement a rolling five-year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process.*

Response: The adoption of the CCMP will not affect the City's preparation of a rolling 5 year CIP. Projects from the CCMP will ultimately end up in the CIP as part of the development of the area. **This criterion is met.**

Implementation Measure 3.1.3.c: *The City shall continue to employ pay-back agreements, development agreements, and other creative solutions for facilities that are over-sized or extended from off-site at the expense of only some of the benefited properties.*

Response: How the development of public infrastructure for the CCMP area is financed is a detail that has yet to be determined. The CCMP does not preclude the utilization of pay back agreements, development agreements or other creative financing necessary to fund infrastructure development. **This criterion is not in conflict with the Plan.**

Implementation Measure 3.1.4.e: *The City shall continue to require all urban level development to be served by the City's sanitary sewer system.*

Response: The CCMP proposes to serve the development area with city services, including sanitary sewer. **This criterion is met.**

Implementation Measure 3.1.4.f*: The cost of all line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID). All line extensions shall conform to the City Sanitary Sewer Collection System Master Plan, urbanization policies, and Public Works Standards.*

Response: The CCMP does not propose to alter the method of payment for infrastructure, particularly line extensions for sewer. **The Plan is not in conflict with this code criterion.**

Implementation Measure 3.1.5e: *The City shall continue to use its Capital Improvements Program to plan and schedule major water system improvements needed to serve continued development (e.g., additional water treatment plant expansions, transmission mains, wells, pumps and reservoirs).*

Response: The Water Master Plan includes a capital projects schedule. Projects are included in the CIP according to the guidance of the WMP. **The CCMP supports this code criterion.**

Implementation Measure 3.1.6c: *All streets shall be designed and developed in accordance with the Master Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.*

Response: The CCMP includes proposed street improvements and the estimated costs thereof. The proposed street classifications and the specific proposed projects are consistent with those portions of the same streets included in the City's existing TSP. For example, the proposed extension of Kinsman is consistent in classification and proposed project cross-sections with portions of Kinsman in the existing TSP. The range of street cross-sections in the existing TSP all require at least two travel lanes and are adequate for emergency vehicle access and circulation. **The Plan is not in conflict with this criterion.**

Implementation Measure 3.1.6k: *Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets. Developers and property owners of developing property shall also collectively assume the responsibility for providing "extra capacity" to the existing street system. To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.*

Response: The CCMP assumes the collection of SDC's, and the inclusion of SDC's as part of the funding of, or credit for, street improvements which provide benefits beyond the immediate development being served. **This criterion is supported by the Plan.**

Implementation Measure 3.1.6p: *The City recognizes the value of the railroad to industrial growth in Wilsonville, and will encourage the railroad and the State of Oregon to maintain quality service and provide needed improvements, rail crossings and signalization, etc. System expansion to accommodate commuter rail service shall be strongly encouraged.*

Response: Ultimate development of the area could result in spur connections to the adjacent rail line. The market will determine the feasibility of these types of connections. There are no railroad crossings proposed in the Plan. **The Plan is not in conflict with the above criterion.**

Implementation Measure 3.1.6t: *The Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.*

Response: The proposed bicycle and pedestrian network is consistent with the recently adopted Bicycle and Pedestrian Master Plan. **This criterion is supported by the CCMP.**

Implementation Measure 3.1.7.d: *Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space. The integrity of these drainage ways shall be maintained as development occurs. Where possible, on-site drainage systems will be designed to complement natural drainage ways and designated open space to create an attractive appearance and will be protected by conservation, utility, or inundation easements. Alteration of minor drainage ways may be allowed provided that such alterations do not adversely impact stream flows and in-stream water quality of the major drainage ways and provide for more efficient use of the land. Such alteration must be approved by the City. Remnant creek channels, which previously carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways. Where a remnant creek channel is found to provide unique habitat value without being a riparian zone, and that habitat value would actually be diminished through the re-introduction of storm water, alternate methods of conveying the storm water will be considered and, if feasible, used.*

Response: The Basalt Creek drainage way is proposed to convey the treated and detained stormwater flows from the development area and would incorporate open space into the area. The concept for "green streets" along Kinsman will assist in satisfying this implementation measure. **The CCMP is consistent with the Plan criterion.**

Implementation Measure 3.1.7.e: *Existing culverted or piped drainage ways will be "daylighted" (converted from underground to surface facilities) when doing so will help to achieve the City's goals for storm drainage without overly conflicting with development.*

Response: The CCMP does not propose the day lighting of culverted drainage ways. **This criterion does not apply to adoption of the CCMP.**

Implementation Measure 3.1.7.f*: Conversion of existing swales or drainage ways to culverted or piped systems shall be permitted only where the City Engineer determines that there is no other reasonable site development option. See Option A, above.*

Response: The CCMP does not propose to culvert existing swales or drainage ways. Subsequent amendments to the Stormwater Master Plan will evaluate the Basalt Creek sub-basin drainage pattern of the area, and recommendations could arise from those studies. **This criterion does not apply to the adoption of the CCMP.**

Implementation Measure 3.1.7.g: *Conversion of existing meandering swales or drainage ways to linear ditches shall be permitted only when the City Engineer determines that there is no other reasonable site development option.*

Response: The Plan does not propose the conversion of meandering swales or drainage ways to linear ditches. **This criterion does not apply to the adoption of the CCMP.**

Implementation Measure 3.1.7.h: *Open drainage ways may be used to meet a portion of the landscaping and open space requirements for developments, provided that they meet the design requirements of the Development Review Board.*

Response: Open space and landscaping percentages are calculated at the time a site specific development proposal is brought forward. The CCMP proposes the preservation of the Basalt Creek drainage which is protected through the SROZ, implementing Title 3 of Metro's UGMFP. **The CCMP provides the framework for this criterion to be implemented at the development stage.**

Implementation Measure 3.1.7n: *Wilsonville has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. However, the differences in the natural characteristics of the Boeckman Creek and Seely Ditch Basins and their sub-area basins will require developers and their engineers to plan for different types of detention or retention facilities in one basin than would be used in another. The appropriate criteria will be established and implemented through the City's Public Works Standards.*

Response: The CCMP proposes stormwater standards that are consistent with City standards. **This criterion is supported by the Plan.**

Implementation Measure 3.1.11b: *Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.*

Response: The parks and recreation improvements contain waysides as well as trail connections offering employees a balance of possible active and passive recreational opportunities. **This criterion is supported by the CCMP.**

Implementation Measure 3.1.11i: *Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.*

Response: Preservation of the SROZ areas in the study area provide the framework for limited access natural areas, and when combined with the trail network offer connectivity between natural areas both in the study area as well as outside of the area. **This criterion is generally supported by the CCMP.**

Land Use and Development: Implementation Measure 4.1.1e: *The City shall protect existing and planned industrial and commercial lands from incompatible land uses, and will attempt to minimize deterrents to desired industrial and commercial development.*

Response: The proposal for light industrial development consistent with the City's PDI zone and the RSIA designation will provide for compatible industrial development to the adjacent existing industrial area to the east. **This criterion is supported by the CCMP.**

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

Response: The CCMP proposed light industrial development consistent with the performance standards of the zone, which generally results in compatibility with residential and urban levels of development. **This criterion is supported by the CCMP.**

Planning and Land Development Ordinance:

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

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

A. That the proposed amendment meets a public need that has been identified;

B. That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;

C. That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate; and

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

Response: The proposed adoption of the Coffee Creek Master Plan will ultimately result in industrial development, providing economic benefits and living wage jobs, which are critical to the long term economic climate of the area and the region. This is a stated public need. The addition of the area to the City's UGB was specifically to support Title 4 of the UGMFP and the RSIA designation, provide available serviceable industrial land close to the interstate highway system, and to meet state requirements for available industrial land and regional commitments regarding creation of jobs and industrial development. The CCMP is consistent with Metro Ordinance No. 02-969B, Exhibit F, which speaks in detail to the importance of the RSIA designation to the region. Through the lengthy process of amending the UGB and due to the proximity to I-5, this area meets the public need for providing industrial land. The applicable statewide planning goals are supported by this proposal, and adoption of the Master Plan does not result in conflicts with portions of the Comprehensive Plan not being amended as is demonstrated in this staff report. **The above criteria are satisfied.**

Statewide Planning Goals:

Goal 1: Citizen Involvement: *It is the purpose of this Goal to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Response: Development of the CCMP was an inclusive process that was designed to engage a broad cross section of citizens. Throughout the 16 month process there have been numerous opportunities for the public to participate in development of the Plan. The public involvement process that has been conducted included PAC meetings, a public open house, email correspondence and web site postings. The PAC included representatives of Washington County, Sherwood, Tualatin, Metro, ODOT, DLCD as well as property owners within and abutting the master planning area. Five PAC meetings were held: June 15, 2006; August 18, 2006; October 20, 2006; February 16, 2007 and April 6, 2007. These meetings were advertised in the Oregonian and on the City's web site and open to the public. A public open house was held on September 28, 2006 to review two draft alternatives which proposed slight variations in street networks, paths and architectural overlay areas. Feedback from the community was gathered on the two draft alternatives, and summarized. The two plans were then reviewed in detail by the PAC, and refined into one proposal that blended elements of both recommendations resulting in the preferred draft recommended master plan (please see Figure 1 of the Master Plan). The draft recommended master plan was developed through a consensus based approach with the public and the PAC and was discussed at the February 16, 2007 meeting. On March 13, 2007 the parks component of the plan was presented to the Parks and Recreation Advisory Board in a public meeting and on March 14, 2007 and April 11, 2007 the Planning Commission conducted work sessions on the draft Master Plan and on May 16, 2007 a public hearing was conducted and a recommendation of approval forwarded to the City Council. **The public process that has been conducted satisfies the intent of Goal 1-Citizen Involvement.**

Goal 2: Land Use Planning: *It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

Response: Washington County has raised concerns regarding compliance with Goal 2 as it relates to coordination of Comprehensive Plans (ORS 197.015(6)). The 16 month long inclusive public process was intended to gather information from all levels of local government, as well as citizens in the area, and the City strived very hard to consider and accommodate a wide variety of issues and respond accordingly as they arose. This is evidenced throughout the process and the adjustments that have been made. **It is Staff's professional opinion that the intent of Goal 2 has been satisfied as part of the Master Plan development process.**

Goal 5-Natural Resources: *Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.*

Response: The City's Goal 5 inventory included the Coffee Creek area. The Basalt Creek drainage is a significant natural resource and is proposed to be protected. The City's

adopted Goal 5 inventory map contained a 3.65 acre upland forest (Site ID # URA#42U3) north of the Allied Waste facility. The adopted map was intended to contain natural resources that were locally significant according to defined standards. This area was mapped as part of the Goal 5 inventory process.

Representatives of Allied Waste have requested that the area be re-evaluated to determine if the area meets the significance criteria established as part of the citywide Goal 5 process conducted from 1999-2001. As part of this request, Staff enlisted the assistance of Mirth Walker, wetland and wildlife scientist with SWCA Environmental Consultants to evaluate the resource values of the site and determine if it meets the significance criteria established for Goal 5 upland natural resources in the city (Please refer to Exhibit 10). Ms. Walker was the consultant used for the 1998 local wetlands and riparian corridor inventory and the 1999-2001 Goal 5 update. Ms. Walker conducted an on-site survey of the wooded area and applied the established criteria. Her findings are that the site does not contain locally significant natural resource values as it did not rate "high" in any of the upland habitat functions. As a result of these findings, Staff is proposing that site URA#42U3 be removed from the Goal 5 regulated map. **This criterion is satisfied.**

Goal 6-Air, Water and Land Resources: *This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.*

Response: The CCMP proposes uses that are primarily light industrial in nature. Heavy industry that typically produces pollution would not be permitted as they would likely violate the performance standards of the PDI zone. Water quality could be improved through on site detention facilities, as well as the green streets concepts that are proposed. Overall, the CCMP does not propose any land uses that would be in conflict with state, federal regulations regarding environmental protection. **This Plan is consistent with the intent and mission of Goal 6.**

Goal 8: Recreational Needs: *It is the purpose of this Goal to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.*

Response: The CCMP proposes trails, sidewalks, bikeways and wayside parks. All of these recreational amenities will enhance recreational opportunities in the project area. **The CCMP supports and is consistent with Goal 8.**

Goal 9-Economic Development: *It is the purpose of this Goal to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.*

Response: The CCMP has been developed to allow the City to provide opportunities for industrial development consistent with the 2040 Plan. The very intent of the CCMP is to promote economic development. Due to the limited amount of available industrial land in the City and around the region, adoption of the Plan is critical to promote continued economic

development, especially within the critical I-5 corridor. In addition, the RSIA designation, of which there is little in the SW Metro area, increases the importance of moving the master plan forward. **The CCMP is consistent with the intent and purpose of Goal 9.**

Goal 11-Public Facilities and Services: *It is the purpose of this Goal to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Response: The CCMP analyzes the City's major infrastructure master plans, and makes a series of recommendations resulting in modifications necessary to adequately serve the CCMP area with industrial development. The planning that has been conducted, coupled with the 5-year CIP, would result in orderly and timely arrangement of public facilities and services for urban development. Please refer to the Appendix for additional information regarding the provision of public facilities and services. **The CCMP is consistent with Goal 11.**

12-Transportation: *It is the purpose of this Goal to provide and encourage a safe, convenient and economic transportation system.*

Response: Section C of the Appendix and particularly Appendix A, prepared by DKS Associates demonstrates compliance of the CCMP with applicable transportation plans and the RTP. The two DKS technical memorandums provide a substantial amount of data and analysis on the existing, and proposed transportation system. ODOT comments have been addressed throughout the public process. Modifications will be required to the County and City TSP to implement the CCMP, and the alignment of the I-5/99 connector plays an important part of future updates to local TSP's. No Comprehensive Plan Map or zoning designation is proposed to change as part of the adoption process. This would occur with site specific development applications. **The CCMP is consistent with the RTP Goal 12.**

DIVISION 12
TRANSPORTATION PLANNING

660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

Finding: As an amendment to an acknowledge comprehensive plan the Coffee Creek Master Plan would significantly affect transportation facilities per (1)(B)(C) finding.

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: The Coffee Creek does not change the functional classification of an existing or planned transportation facility as evident by the existing road classifications and railroads map and planned road improvements and railroads map on page 135 and 136 of the plan appendix A.

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: The Coffee Creek Master plan aims to have land uses and levels of developments that would result in types and levels of travel and access that are consistent with the functional classification of planned transportation facilities. Goal 2 objective B states "site industries to take advantage of existing transportation networks Compatibility with the City's TSP, County TSP, and Oregon Transportation Plans."

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan, or

Finding: All alternatives would worsen the intersection of Kinsman Rd./Day Rd. below the minimum acceptable performance standard of the State of Oregon.

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding: The Coffee Creek Master Plan, with the additional vehicle trips allowed by developments, would worsen the performance of existing or planned transportation facilities that are otherwise projected to perform below the minimum acceptable performance standard. According to the Coffee Creek Transportation Technical Memorandum #2 the intersections of Boones Ferry Rd./95th Ave. and Boones Ferry Rd./Day Rd. will exceed the ODOT standard of 0.99 volume-to-capacity-ration for a District Highway in 2030, and as the intersections of Grahams Ferry Rd./Day Rd. and Grahams Ferry Rd./Tonquin Rd. will exceed Washington County's acceptable operating standards.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Finding: Compliance with section (1) is accomplished by providing transportation facilities and/or improvements adequate to support the proposed land uses consistent with the requirements of this divisions. The mitigation efforts include a funding plan or mechanism consistent with section 4. According to tables 18, 22, 26 of DKS Associates Coffee Creek Transportation Technical Memorandum #2 improvements will improve all intersections to be within State and Local operating standards. Specific Improvements are listed in tables 17, 21, and 25 of the same memorandum.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve

consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

Finding: This section does not apply as, according to page 7 of DK Associates Coffee Creek Transportation Technical Memorandum #2, all intersections in the subject area are currently operating within the minimum state and county standards.. Also a portion of the subject properties lie within ½ mile of the Elligsen Road/Interstate 5 interchange.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge

revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

Finding: As the Coffee Creek Master Plan has not yet been adopted by the city of Wilsonville, necessary amendments to the Transportation Systems Plan have not yet been adopted to mitigate the plan's impact on transportation facilities. However, appendix B of the Master Plan does identify specific transportation projects, preliminary costs, necessary TSP amendments, and potential funding sources to provide transportation facilities that would allow the preferred alternative land uses to occur while having transportation facilities perform within state and local standards.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

Finding: While most of the study area is outside of the interstate exchange area the intersections of Boones Ferry Rd/Day Rd, Boones Ferry Rd./95th Ave.,95th Ave/Commerce Circle, and 95th Ave/Ridder Rd. are within ½ mile of the centerpoint of the Interstate

5/Elligsen Rd interchange. However, there is not a written statement from ODOT and there is not an adopted interchange area management plan.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

Finding: The presence of a transportation facility or improvement shall not be a basic for an exception to allow residential, commercial, institutional, or industrial development on rural lands. While the study area is currently outside of city limits it is within the urban growth boundary and identified by Metro as regionally significant industrial land. Proposed industrial use would be in accordance with adopted local and regional plans.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below:

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments

shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Finding: While the Coffee Creek Plan provides for extensive transit, pedestrian, and bicycle facilities as shown in the Planned Pedestrian, Bike, and Transit Facilities, the area will be primarily single use and therefore does not meet the criteria of a "mixed-use, pedestrian-friendly center or neighborhood" described in section (8). Therefore, any reduction of traffic volume due to multi-modal transportation and mixed uses cannot be assumed.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan,

future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division.

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use,

(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan, and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

Findings: Less than two acres of commercial use is designated in the plan area, the local government has adopted a TSP. However, the proposed amendment would significantly affect a transportation facility as described in section (1). Therefore only amendments to the transportation systems plan would be necessary.

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown,

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept,

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district, or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service), and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Stat. Auth.: ORS 183 & 197.040
Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712, 197.717 & 197.732
Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-1999, f. & cert. ef. 8-6-99; LCDD 3-2005, f. & cert. ef. 4-11-05

Goal 13: Energy Conservation: *It is the purpose of this Goal to conserve energy.*

Response: Conservation of energy is a market condition, the Plan does not directly address the issue of energy conservation, and therefore, the Goal does not apply.

Goal 14-Urbanization: *It is the purpose of this goal to provide for an orderly and efficient transition from rural to urban land use.*

Response: The Coffee Creek area was added to Wilsonville's UGB in December of 2002. Subsequent to that addition, Washington County placed future urban interim zoning on the area in anticipation of it being added to Wilsonville's city limits. The Coffee Creek Master Plan follows the steps outlined in Title 11 for the planning of new urban areas. This planning is being initiated by the City of Wilsonville as the future urban services provider. The Plan accommodates the rapid future growth of the area, provides jobs and is serviceable from an infrastructure stand point. **The CCMP is consistent with Goal 14.**

Metro:

2040 Growth Concept: In a broad sense, the CCMP supports the industrial areas designation of the 2040 Growth Concept, which states "the high quality of our freight transportation system and, in particular, our inter-modal freight facilities are essential to continued growth in trade" by providing for additional industrially designated land for future development.

Urban Growth Management Functional Plan:

Title 1- Requirements for Housing and Employment Accommodations:

It is the goal of Title 1 to use land within the UGB efficiently. The adoption of the Coffee Creek Master Plan will ultimately allow the City to develop the area with regionally significant industrial uses that will assist in meeting employment capacity targets, and will accommodate the City's fair share of regional growth. **The CCMP is consistent with the purpose and intent of Title 1.**

Title 4- Retail in Employment and Industrial Areas:

The Regional Framework Plan calls for a strong economic climate. To improve the regions economic climate, the Framework Plan seeks to protect the supply of sites for employment by limiting incompatible uses within industrial areas. Title 4 compliance is the very essence of the CCMP, protection and provision of regionally significant industrial area development that offer the best opportunity for family-wage industrial jobs. **The CCMP is consistent with Title 4 and the Regionally Significant Industrial Area designation.**

Title 8- Compliance Procedures:

The City amended its Planned Development Industrial zone text to limit the amount of commercial square footage consistent with the RSIA designation in Ordinance No. 574, adopted in November of 2004. The CCMP proposes RSIA development for the master plan area consistent with Title 4 of the UGMFP. **The CCMP is compliant with Title 8.**

Title 11- UGB Amendment Urban Reserve Plan Requirements:

The CCMP proposes to transition from rural use to urban use consistent with Title 11. The CCMP proposes a land use pattern consistent with the Regional 2040 growth concept designation of RSIA. **The CCMP is consistent with the requirements of Title 11.**

Conclusion:

Based on the staff report, findings of fact and information contained in the public record, the Coffee Creek Master Plan is supportive of the applicable sections of the Statewide Planning Goals, Metro Functional Plan, Comprehensive Plan and Development Code text.

EXHIBITS

Additional Exhibits-7/9/07:

Exhibit 24: Letter dated June 4, 2007 from Kathy Lehtola, Washington County Director of Land Use and Transportation to Sandi Young, Planning Director
Exhibit 23: Letter dated May 31, 2007 from Sandi Young, Planning Director to Kathy Lehtola, Washington County Director of Land Use and Transportation
Exhibit 22: Letter dated May 31, 2007 from Sandi Young, Planning Director to Robert Dixon, Community Development Director for the City of Sherwood
Exhibit 21: Letter dated May 31, 2007 from Sandi Young, Planning Director to Douglas Rux, Community Development Director for the City of Tualatin

Distributed at the May 16, 2007 Planning Commission Public Hearing:

Exhibit 20: Written "Testimony of Doris Wehler, President-elect, before the City of Wilsonville Planning Commission regarding Coffee Creek Master Plan.
Exhibit 19: Letter dated May 16, 2007, from Mara Danielson of ODOT, to Sandi Young.
Exhibit 18: Letter dated May 15, 2007; from Rob Dixon, Sherwood Community Development Director; to Sandi Young, Planning Director; regarding Coffee Creek Master Plan.
Exhibit 17: Memo dated May 16, 2007; from Kerry Rappold, Natural Resources Program Manager; regarding SROZ Map (Exhibit 10) Correction – Upland Forest on Allied Waste Property.
Exhibit 16: Letter dated May 14, 2007; from Andy Cotugno, Metro Planning Director; to Sandi Young, Planning Director.
Exhibit 15: Paper Copy of PowerPoint Presentation dated May 16, 2007
Exhibit 14: A map showing, "Potential Certified Industrial Site Candidates"

Staff Report for the May 16, 2007 Planning Commission Public Hearing, including:

Exhibit 13: A letter dated May 8, 2007, from Douglas Rux of Tualatin, regarding Coffee Creek Master Plan

Exhibit 12 *Preliminary Urban Reserve Plan Area 42*, June 1998 (This large document is located in the Planning Division)

Exhibit 11: *North Wilsonville Industrial Area Proposed Concept Plan,* dated June 12, 1998. (This large document is located in the Planning Division)

Exhibit 10: A memorandum dated April 17, 2007, from C. Mirth Walker of SWCA Environmental Consultants, to Kerry Rappold, regarding Willamette Resources Site Visit – URA #42 U3, with attached:

* City of Wilsonville Natural Resource Inventory Upland Summary Sheet
* City of Wilsonville Natural Resource Function Rating Matrix – Upland Natural Resource Areas Only, By Site Number
* City of Wilsonville Natural Resource Function Rating Matrix – Wetlands and Associated Upland Natural Resource Areas.

Exhibit 9: Metro Partial Ordinance No. 04-1040B

Exhibit 8: Metro Ordinance No. 02-969B

Exhibit 7: An email dated May 4, 2007, from Darren Pennington, regarding Testimony re: LP07-0001 Coffee Creek Industrial Area Master Plan.

Exhibit 6: Paper copy of PowerPoint presentation, "Coffee Creek Master Plan, Planning Commission, April 11, 2007."

Exhibit 5: An email dated April 11, 2007, from Terry N. Tolls, regarding Coffee Creek Master Plan – As last viewed at the Friday, April 6, 2007, Advisory Committee meeting with attached:

* Fidelity National Title Company property information

Exhibit 4: A letter dated April 9, 2007, to Sandi Young, from Sherwood Community Development Director Robert A. Dixon , regarding Coffee Creek Master Plan.

Exhibit 3: A letter dated March 7, 2007, to Sandi Young, from Kathy Lehtola of Washington County.

Exhibit 2: Internet pages regarding the 1-5 to 99W Connector Project.

Exhibit 1: Draft Coffee Creek Master Plan, dated April 23, 2007, with Appendices dated March 30, 2007. (This large document is located in the Planning Division)

Attachment 1

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

REGIONAL SERVICES

May 14, 2007

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

Dear Ms. Young:

I appreciate the opportunity to comment on Wilsonville's proposed Coffee Creek I Master Plan (Plan). The City has included a small area north of Day Road in its analysis, which is not part of the master plan. These comments apply only to the area south of Day Road. Metro is not commenting on any potential plans or uses north of Day Road at this time since that area is part of a larger 2004 urban growth boundary (UGB) expansion area. It is our understanding that the planning for this larger area will take place in partnership with the City of Tualatin. That planning effort is conditioned on the right-of-way alignment for the I-5/99W Connector.

The Plan refers to Area 42 as the area brought in the UGB in 2002. Metro Ordinance 02-969B, however, refers to Area 49. Area 42 is a reference to a former urban reserve study area dating back to the late 1990s. To be consistent with Metro's legislation, I would suggest that the Plan make it clear that the area being planned is Area 49.

The Metro Council adopted one condition specific to this area in addition to the general conditions that apply to all areas brought into the UGB. "Washington County or, upon annexation of the area to the City of Wilsonville, the city shall complete title 11 planning for the portion of Study Area 49 shown on Exhibit N." Because Wilsonville has not yet annexed this area, we request that Wilsonville include a provision for future annexation of the area.

Metro did not condition planning of Area 49 on the selection of the right-of-way alignment for the I-5/99W Connector nor did Metro amend the conditions affecting this area when it brought additional land into the UGB in 2004. While the master plan area is located within the I-5/99W connector study area, we understand that there is currently not an alternative for an I-5/99W connector alignment south of Day Road. The master plan appears consistent with the Regional Transportation Plan (RTP) as required by Title 11. With this demonstration, Metro supports moving forward with the master plan and future annexation of this area.

During our periodic review work in 2002, Metro heard from local officials, businesses and economic development experts that our region's supply of land for industrial uses was severely lacking and additional land within the UGB for industrial uses was a critical need. To this end, Metro designated Area 49 as a Regionally Significant Industrial Area (RSIA). The City's draft Comprehensive Plan Amendment

be value here
www.metro-region.org

states that the RSIA zone will not be applied to specific property until such time as an annexation, rezone and development proposal is received from property owners. The land in this area is currently zoned FD-20 (Future Development – 20 Acre District) by Washington County. We assume that this zoning designation protects this area from uses inconsistent with an RSIA. If the County's FD-20 zoning does not protect this area from incompatible RSIA uses, the city will need to provide Metro with information on how the city intends to protect this area until it can be zoned RSIA.

Metro finds that, with the requested process for annexation and zoning protections, the proposed master plan dated March 30, 2007, appears to be consistent with the requirements of Title 11 of Metro's Urban Growth Management Functional Plan and Metro Ordinance 02-969B conditions.

The deadline for completion of Title 11 concept planning for this area was March 2007. I want to commend you on your hard work to meet this deadline.

Please forward these comments to your Planning Commission and City Council. If you have any questions, please contact Sherry Oeser at (503) 797-1721 or at oesers@metro.dst.or.us.

Sincerely,

Andy Cotugno
Director, Planning Department
Metro

AC/ldb
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Attachment 2

Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

May 16, 2007

Sandi Young, Planning Director
City of Wilsonville
29799 Town Center Loop E.
Wilsonville, OR 97070

Dear Sandi,

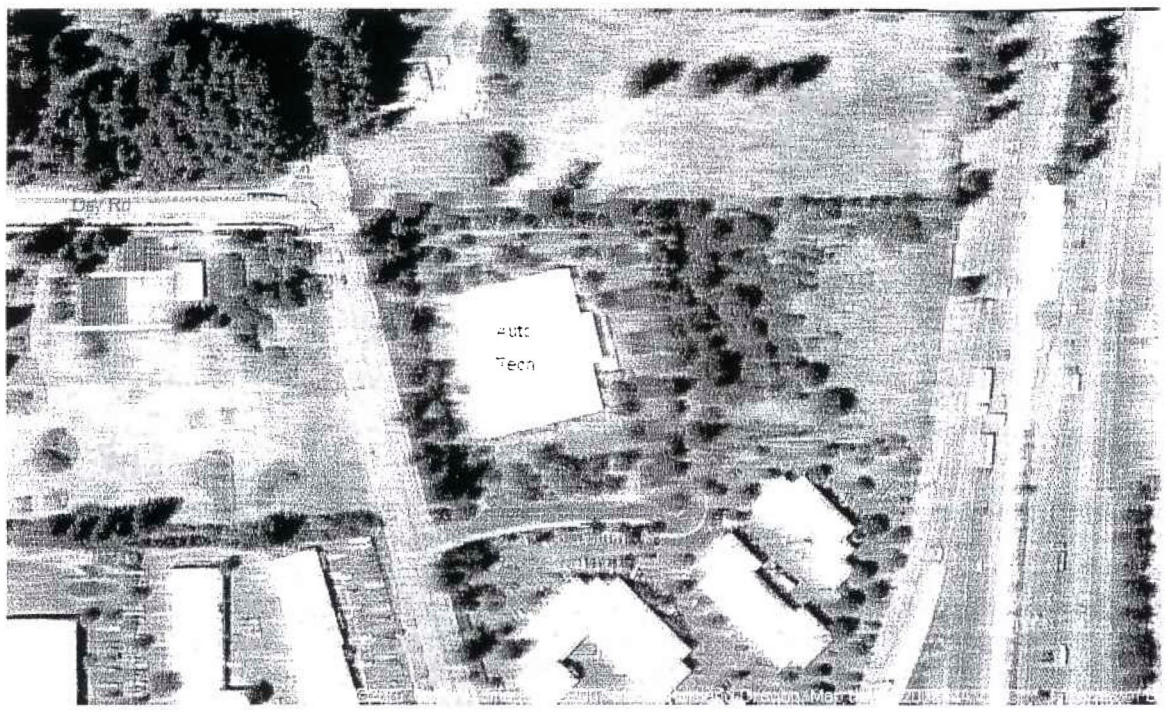
The Oregon Department of Transportation commends the City for conducting a planning process that included active participation of a wide range of stakeholders for the Coffee Creek Master Plan. The resulting Coffee Creek Master Plan identifies a good local street network to address the needs of the properties in the study area. ODOT has jurisdiction of Boones Ferry Rd and the I-5/Boones Ferry Rd interchange within the study area. ODOT has an interest in ensuring that planned land uses are consistent with the identified function of these facilities in the Oregon Highway Plan (OHP).

ODOT supports all of the identified mitigations to State facilities identified in the DKS Coffee Creek Transportation Technical Memorandum #2 prepared May2, 2007 with the exception of the recommendation to restripe the northbound left turn pocket on Boones Ferry Rd at the Day Rd intersection to provide additional storage. The traffic analysis identified that the existing northbound left turn lane at the Day Rd/Boones Ferry Rd intersection would not have adequate storage to accommodate the future demand under the 2030 condition. DKS proposed striping modifications to address this issue which is not acceptable to ODOT. To accommodate the high volume of northbound left turning vehicles at the Day Rd/Boones Ferry Rd intersection, we recommend the City consider the following options:

Option 1: Provide dual left turn lanes northbound on Boones Ferry Rd at Day Rd, or
Option 2: Restrict Pioneer Court to right in/right out movements and provide an alternate access for the "auto Tech" building located north of Pioneer Court. The alternative access could be achieved when the adjacent property at the northeast quadrant of the intersection development. This option recommends extending Day Rd to the east to create a new north/south connection between Day Rd and Pioneer Court (see figure below). There is currently a partial fourth leg that has been constructed at the intersection.

ODOT Log No

Day Road Extension



The City of Wilsonville is participating in the OR 99W to I-5 Connector Study being lead by Washington County with ODOT and Metro. The study is still in the process of identifying alignments to be studied. The Coffee Creek Master Plan is within the study area of the OR 99W Connector and planning for transportation facilities in this area may be effected by the outcome of this study and the preferred alternative. ODOT recommends that the City wait to annex the properties within the Coffee Creek Master Plan area until such time as a preferred alternative has been identified through the OR 99W Connector Study.

I have appreciated working with the City through the Transportation Growth Management program. Please contact me if you have any questions or concerns at 503-731-8258.

Sincerely,

Marah Danielson
ODOT Senior Planner

C: Lainie Smith, Fred Eberle, Lidwien Rahman, Tim Wilson, Amy Gibbons, Thanh Tran, Simon Eng, ODOT Region 1
Stacy Humphrey, DLCD
Todd Chase, OTAK and Scott Mansur, DKS
Andy Back, Steve Kelly, Washington County
Sherri Oeser, Metro

ODOT Log No

City of
WILSONVILLE
in OREGON

29799 SW Town Center Loop
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

Attachment 3

May 31, 2007

Kathy Lehtola, Director
Washington County Department of Land Use and Transportation
155 N. First Ave., Suite 350, MS 16
Hillsboro, OR 97124-3072

Dear Ms. Lehtola,

Thank you for your letter of March 7, 2007 expressing the concerns of Washington County regarding Wilsonville's adoption and implementation of the Coffee Creek I Master Plan. Your letter was included as an exhibit in the record for the Planning Commission public hearing on May 9, 2007. The concerns of Washington County regarding adoption and implementation of the Master Plan were included in both the staff report and the discussion by the Planning Commission.

After consideration, the Planning Commission voted unanimously to forward the Coffee Creek I Master Plan and its associated exhibits to the City Council with a recommendation for approval and inclusion in the City's Comprehensive Plan. The City Council public hearing and first reading is scheduled for June 18, 2007. Second reading will likely be on July 16, 2007.

The Coffee Creek I Concept Plan for the area north of Day Road, while completed and ready for the public process, is not included in the Planning Commission recommendation or in the June 18 Council deliberation. In recognition of the uncertainty about the I-5/99W Connector route, the City of Wilsonville decided to separate the public hearings on the Master Plan area south of Day Road from the Concept Plan area north of Day Road, and to move forward with the Master Plan only at this time. We understand that none of the "green list" Connector alternatives traverse the area south of Day Road, and that a preferred Connector route may be selected as early as August 2007.

Your letter suggests that a regionally coordinated planning process for areas in the Metro UGB located between Day Road, north of Wilsonville, east of Sherwood, west of Tualatin, and south of Tualatin-Sherwood Road, is appropriate. Wilsonville is in general agreement with that philosophy, and has long supported the need for determination of respective service areas and transportation networks. A coordinated approach would likely be more cost effective for all the affected jurisdictions.

However, it is quite clear that Wilsonville is the logical service provider for the Coffee Creek I planning area since we already serve the Coffee Creek Correctional Facility to the north of Coffee Creek I. Water and sewer trunk lines have been sized to serve the

Coffee Creek area and Day Road has been improved to carry not only Correctional Facility traffic, but the large number of trucks accessing I-5 from Tonquin Road. The Coffee Creek I area will be served by Day Road, Graham's Ferry Road and an internal extension of Kinsman Road. The Coffee Creek I Master Plan identifies additional improvements to those streets necessary to serve the expected uses in the Coffee Creek area, based on a DKS Associates analysis of present and projected trips, using data recommended by Washington County. Obviously, if the final Connector route changes those assumptions, we will need to re-evaluate the Master Plan.

The Coffee Creek I master planning process has included coordination with the Connector planning process. Ray Phelps, who serves on the Connector Stakeholder Working Group, was also a member of the Coffee Creek PAC and kept the PAC well aware of the progress of siting a final Connector route. City elected officials and staff serve on the Connector PSC and the EMT, and have provided internal coordination to Coffee Creek planning staff. There is no timely way to evaluate the cumulative impacts of full development of the future planning areas located between the three cities north of Day Road and south of Tualatin-Sherwood Road. That effort would take an additional two to five years, during which the need for additional industrial lands with I-5 access would continue to be unmet.

In the meantime, the City believes that it is necessary to move forward with master planning industrial lands included in the Metro UGB in 2002, in order to provide a continuing supply of available industrial lands with ready access to the I-5 Corridor. The City delayed master planning in the Coffee Creek I area until the Metro UGB determination was finally concluded in late 2004, and while the prior I-5/99W Connector effort was underway. The City has no interest in the continued expansion of the Metro UGB while already designated industrial lands remain unavailable due to lack of concept/master planning.

A letter from Metro dated May 14, 2007, states that, "Metro finds that, with the requested process for annexation and zoning protections, the proposed master plan dated March 30, 2007, appears to be consistent with the requirements of Title 11 of Metro's Urban Growth Management Functional Plan and Metro Ordinance 02-969B conditions." Testimony received from ODOT on May 16, 2007, states that, "The City of Wilsonville is participating in the OR 99W to I-5 Connector Study being lead by Washington County with ODOT and Metro. The study is still in the process of identifying alignments to be studied. The Coffee Creek Master Plan is within the study area of the OR 99W Connector and planning for transportation facilities in this area that may be effected by the outcome of this study and the preferred alternative. ODOT recommends that the City wait to annex the properties within the Coffee Creek Master Plan area until such time as a preferred alternative has been identified through the OR 99W Connector Study."

We would like to assure you that the City has no current applications for annexation, nor are we planning to annex any of the Coffee Creek I Master Plan area until parcels are aggregated by the private sector, and a PUD Stage I Master Plan and Development Agreement are submitted together with application for annexation. Comprehensive Plan

and zoning amendments. We are encouraging aggregation into large parcels in deference to the Metro RSIA designation in this area. This process will likely take at least six months to a year before any applications would be received by the City. We expect that the preferred Connector route would have been determined by that time, so that any necessary modifications to the Coffee Creek I Master Plan can be made, and can then be incorporated into any pending applications.

We appreciate your interest and participation in the Coffee Creek I Master Planning process.

Please contact me if you have further questions.

Sincerely,

Sandi Young, AICP
Planning Director, City of Wilsonville
young@ci.wilsonville.or.us

cc: Michael Bowers, Community Development Director, City of Wilsonville
Arlene Loble, City Manager, City of Wilsonville
Chris Neamtzu, Long-range Planning Manager, City of Wilsonville

Attachment 4

WASHINGTON COUNTY
OREGON

June 4, 2007

Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

Dear Ms Young,

This letter is a follow up to the Metro May 14 comments and the ODOT May 16 comments, on the Coffee Creek Master Plan.

If the City of Wilsonville decides to proceed with adoption of the Coffee Creek Master plan, Washington County requests that the City of Wilsonville reserve extensive right-of-way along roadways within the study area. Since the future right-of-way needs have not been adequately evaluated at this time, maximum widths must be assumed. This would include at a minimum seven lanes along Grahams Ferry Road and Boones Ferry Road, plus a minimum of five lanes along Day Road and Clutter Road. Additionally provision of dual 500-foot left-turn pockets plus a 500-foot right-turn lane should be included for all signalized or potentially signalized intersections within the study area. These right-of-way widths could be adjusted, if necessary, once the I-5/99W corridor analysis has been completed. Adopting such right-of-way widths would serve as a surrogate for the current incomplete transportation analysis.

A primary issue with adopting the Coffee Creek Master plan at this time, are the conditions required for development with in the study area, necessary to support the future transportation system. At this time the transportation impacts of the I-5/99W corridor are not known. Of particular concern would be the potential phasing of any ultimate project resulting from the I-5/99W corridor study. We believe it's in our mutual best interest that any new development occurring within the area should not preclude improvements necessary to support the I-5/99W connector.

Washington County continues to believe that waiting for the impacts to be identified before adopting a new plan is probably the most responsible public policy at this time. However, if the City of Wilsonville decides to proceed with adoption of the Coffee Creek Master plan we would hope that the Master plan be appropriately amended to incorporate the concerns outlined in the previous paragraphs.

Sincerely,

Kathy Lehtola
Director

C: Lawrence Odell, Assistant Director
Chris Gilmore, County Council
Doug Rux, City of Tualatin
Brent Curtis, Planning Manager
Rob Dixon, City of Sherwood
Stacy Hopkins, DLCD
Andy Johnson, ODOT
Sherry Oeser, Metro

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
Phone: (503) 846-3519 Fax: (503) 846-4412

Attachment 5

Rec'd 7/16/07 BCH

METRO

July 13, 2007

Ms. Sandi Young, Planning Director
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

Dear Ms. Young:

In Metro's May 14, 2007 letter to you concerning the proposed Coffee Creek 1 Master Plan, we requested additional information on two issues. First, because Wilsonville has not yet annexed Area 49 (Coffee Creek 1), what provision has Wilsonville made for future annexation of this area to Wilsonville? Second, what protection does Washington County's FD-20 zoning provide this area from inconsistent Regionally Significant Industrial Area (RSIA) uses?

In an e-mail to me dated May 31, 2007, you quoted a letter sent to Washington County, the City of Tualatin and the City of Sherwood stating: "We would like to assure you that the City has no current applicants for annexation, nor are we planning to annex any of the Coffee Creek 1 Master Plan area until parcels are aggregated by the private sector, and a PUD Stage 1 Master Plan and Development Agreement are submitted, together with application for annexation, Comprehensive Plan and zoning agreements. We are encouraging aggregation into large parcels in deference to the Metro RSIA designation in this area. This process will likely take six months to a year before any applications would be received by the City. We expect that the preferred Connector route would have been determined by that time, so that any necessary modifications to the Coffee Creek 1 Master Plan could be incorporated into any pending applications."

The intent and purpose statement in Washington County's Code for Future Development 20 Acre District states that "The FD-20 District applies to the unincorporated urban lands added to the urban growth boundary by Metro through a Major or Legislative Amendment process after 1998. The FD-20 District recognizes the desirability of encouraging and retaining limited interim uses until the urban comprehensive planning for future urban development of these areas is complete. The provisions of this District are also intended to implement the requirements of Metro's Urban Growth Management Functional Plan."

Given this information, it appears that the proposed master plan, dated March 30, 2007, is consistent with the requirements of Title 11 of Metro's Urban Growth Management Functional Plan and Metro Ordinance 02-969B conditions.

Please forward these comments to your City Council. If you have any questions, please contact me at (503) 797-1721 or at oesers@metro.dst.or.us.

Sincerely,

Sherry Oeser
Principal Regional Planner
Metro

M:\plan\mpp\projects\COMPLIANCE\Wilsonville Wilsonville Coffee Creek Letter 7-13-07.doc

Attachment 6

WASHINGTON COUNTY
OREGON

City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

July 16, 2007

Mayor Lehan and Members of the City Council:

Washington County continues to believe that adoption of the Coffee Creek Master Plan (CCMP) as part of the comprehensive plan prior to identifying the final location of the Interstate-5 to Highway 99W Connector Project is premature and in violation of the existing Urban Planning Agreement Area with Washington County.

Coordinated governance in Washington County starts with the UPAA. This document is a coordination agreement adopted pursuant to Chapter 195 of the Oregon Revised Statutes. UPAAs in Washington County include, among other provisions, requirements for notice and opportunity to be heard in certain areas of interest as well as delegation of authority for cities to plan areas inside of Washington County and outside of the city's jurisdictional limits. The latter areas are referred to as Urban Planning Areas (UPAs).

Typically the county works with affected cities to amend the UPA after an expansion of the Metro UGB as a pre-requisite to the city engaging in the planning for those areas. That preliminary step has not occurred in this case. As a result the area that is the subject of the CCMP is not within the UPA for the City of Wilsonville. A copy of the Washington County-City of Wilsonville UPAA is attached hereto. The practical effect is the City as a matter of law has no authority to adopt a comprehensive plan for this area. Your planning staff recognized this issue in the draft findings but provided no response to the county.

Because of this, the county objects to the City adopting the proposed master plan *as part of the City's Comprehensive Plan* without first amending the UPAA. The city is of course free to engage in a meaningful and active exercise in developing a conceptual plan with the blessing of the City Council but an actual amendment to the Comprehensive Plan adopted by way of an ordinance is an *ultra vires* act – one that is outside of the City's jurisdictional authority.

In fact the City's own Comprehensive Plan states:

> "The City does not have the legal authority or the responsibility to plan for areas outside the City limits unless the area has been added to the UGB or the City has an approved Urban Growth Area Management Agreement, (i.e. intergovernmental agreement) with the affected county."

In this case Metro did not delegate planning authority to the City of Wilsonville for the Coffee Creek area. The condition to Ordinance No. 02-969B states:

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
phone: (503) 846-4530 • fax: (503) 846-4412

> "Washington County or, upon annexation of the area to the City of Wilsonville, the city shall complete Title 11 planning for the portion of Study Area 49 shown on Exhibit N.

As stated by the condition there is no authority to plan for an area merely because it is brought within the UGB. Until such time as the City annexes this territory there is no authority to plan for this area.

Metro's comments are consistent with the county's comments in this regard. As stated in the letter from Metro dated May 14, 2007, annexation is a pre-requisite to doing the Title 11 planning. The draft Ordinance includes no annexation provision.

A condition limiting the effective date of the proposed amendment upon annexation would still fall short of complying with the UPAA. Section III(A) of the UPAA specifically provides that:

> "Annexations to the CITY of land outside of the Urban Growth Boundary and the Urban Planning Area will not be supported by the COUNTY or CITY."

We understand and appreciate the City's efforts in limiting the CCMP to south of Day Road and recognize the ability to subsequently amend the CCMP to address impacts from the Connector Project. However the county finds this same process can occur without amending the Comprehensive Plan at this time. Blessing of the proposed CCMP by way of a motion without adopting a Comprehensive Plan amendment is sufficient endorsement of the work accomplished to date and avoids the significant coordination issue discussed above and the potential for costly litigation that may follow if the county's concerns are ignored.

The county also recognizes the City's concern regarding deadlines for purposes of complying with Title 11 and the need to keep the process moving forward. Title 11 specifically authorizes Metro to accommodate reasonable requests for an extension. The county believes the existing work easily qualifies for such a request under Section 3.07.1130(B) as "substantial progress" towards adopting the amendment on time.

The request to delay adoption of the plan amendment need not delay ongoing efforts to implement the CCMP. The City can still actively work on a set of integrated plan amendments and land use regulations to be adopted after the Connector Project location is established.

The county believes contemporaneous amendments to the transportation and public facility plans is necessary to assure compliance with Title 11 as well as the Statewide Planning Goals and their implementing rules. Until the complete package of plan and code changes is available there is no way to effectively determine compliance. The critical piece to this package of proposed amendments will require consideration of the impact of a I-5/99W Connector on transportation infrastructure within the area that is the subject of the Coffee Creek Master Plan. That information is currently absent from the

existing traffic analysis. The existing findings fail to show a reasonable worst case scenario for traffic impacts based on full development if the Connector Project moves forward. As a provider of transportation services in around the Coffee Creek Master Plan area, full coordination requires consideration of these impacts on all of the affected jurisdictions.

The county requests contemporaneous adoption of the CCMP as part of the City's Comprehensive Plan at the time these other implementation measures are provided and after establishing the location of the Connector Project. The City may move forward with adopting the plan by motion rather than by ordinance and work with the county in the interim to amend the UPAA. This approach assures the City can continue working to provide important industrial lands while assuring adequate coordination with the location of the Connector Project.

Sincerely,

Kathy Lehtola

Kathy Lehtola, Washington County Land Use and Transportation

Cc: Lawrence Odell, Assistant Director
Chris Gilmore, County Counsel
Brent Curtis, Planning Manager
Doug Rux, City of Tualatin
Rob Dixon, City of Sherwood
Stacy Hopkins, DLCD
Andy Johnson, ODOT
Sherry Oeser, Metro

City of
WILSONVILLE
in OREGON

29799 SW Town Center Loop
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

July 19, 2007

Dan Olsen
Washington County Counsel
Public Services Building, Suite 340
155 N. First Avenue
Hillsboro, OR 97124

Re: Proposed Adoption of Wilsonville Coffee Creek Master Plan

Dear Dan:

Apparently, Washington County's Department of Land Use & Transportation (DLUT) and the City's Planning Department are somewhat at odds over the City's proposed adoption of the Coffee Creek Master Plan as a sub-element of the City's Comprehensive Plan. At the heart of the matter is the Sherwood-Tualatin I-5/99W connector. The Master Plan has been vetted through a public process before our Planning Commission with a favorable recommendation to adopt to the City Council. During this process, Washington County's DLUT had a meaningful opportunity for input and did in fact provide input into the process. It was weighed and balanced and some points were rejected. There appears to be substantial evidence in the record for doing so. I believe an independent fact finder would come to the same conclusion as the City Planning Commission if the matter were heard *de novo*.

At the Council meeting of July 16, 2007, an ordinance to adopt the Master Plan was read for first reading and a public hearing conducted. At the hearing, Assistant Director Lawrence Odell was the lead representative of DLUT. In addition to the prior record input, he requested that the Master Plan be adopted by motion rather than ordinance so that it was a Concept Plan only, that the Council delay action for at least two months to see the outcome of a key meeting of August 21, 2007 on the five options for the I-5/99W connector, and provided a letter of July 16, 2007, signed by Director Lehtola outlining further objections to the City's proceeding with the matter.

The City Council provided both reasonable and rational basis for rejecting the known, stated points for DLUT's position, not the least of which responded to need for a greater traffic impact assessment. Of the five proposed connector alternatives, the no build

alternative would provide the greatest traffic impacts and that was specifically accounted for in the Master Plan. As you are aware, Wilsonville has been involved over several years in the I-5/99W connector dialogue, and has had its representatives serve on many committees, have had numerous conversations with Washington County concerning same, and has a highly experienced engineering staff on transportation matters. Thus, the City Council was extremely familiar with the remaining alternatives (three apparently still are viable) and the facts that their location would have little impact on the Coffee Creek Industrial Area and vice versa.

The Council also reviewed the stated rational provided by DLUT to preserve right-of-way for seven-lane roads. Given the known geography, they found the request impractical and unnecessary for transportation through 2030 as well as not provided for in our Transportation System Plan, which has been very thoroughly vetted and reviewed for freight as well as vehicular movement. You may not be aware, but Wilsonville is composed of 1/3 of its landed area for industrial, 1/3 for commercial, and 1/3 for residential, so the City has a long history of industrial planning and transportation.

The City Council also expressed concern that Washington County allowed specific development to go forward that negatively affected some connector alternatives; yet, appeared to be applying a different standard to an area of Wilsonville and the UGB that has little or no impact by or upon the connector alternatives.

Ultimately, the Council adopted the ordinance on first reading and rather than scheduling the second reading for any of its meetings in August, has scheduled the second reading for September 17, 2007, thus, providing the requested two months.

Director Lehtola's letter asserted the position that the City did not have the authority to complete the Title 11 planning for this area under a condition of Metro Ordinance No. 02-969B since the area had not been annexed and Washington County otherwise was the designated authority to plan under the condition. This condition is part of a list of conditions found in Exhibit M to the Metro ordinance. This raises an interesting issue, especially since the City has been working on the Master Plan for some time with the knowledge of DLUT. Additionally, a concept plan for this area was adopted several years ago.

Exhibit M places the legal obligation to plan this employment area within two years. Washington County has not met this regulatory obligation, nor am I aware of any steps it has taken to do so. I understand in reading the 1988 Urban Planning Agreement Area (UPAA) between the City and Washington County that the City is required to plan the area as the major provider of infrastructure and services (UPAA, Special Policies, B). The key points to the UPAA are that there is an opportunity for input and coordination especially in any public process. Thus, one interpretation consistent with the lack of Title 11 planning for this area by Washington County is that Washington County's planning responsibility under the Metro condition defaults to the City under the UPAA and that opportunity has been provided for input and coordination meeting the intent of the UPAA. Lehtola's letter also recognizes that the City has authority under its

Comprehensive Plan to plan for areas that have been "added to the UGB." The UPAA provides resolution of conflict by appeal through appropriate appeal bodies and procedures.

Another approach is to amend the UPAA to state: The City of Wilsonville shall be authorized to do the Title 11 planning for the portion of Study Area 49 (also known as Coffee Creek I located south of Day Road) shown on exhibit N of Metro Ordinance No. 02-969B, and any such planning shall be applied to lands within the area as the lands are annexed into the City.

Without waiver of any of the City's legal positions, the City requests that we enter into negotiations with Washington County over the next 60 days to amend the UPAA to the above effect. Hopefully, we can reach an amicable accord. If there is any public information or record of facts or positions held by Washington County officials or staff that indicate there are facts concerning the connector project that have not yet come out that affect area 49, I would respectfully request and rely on your good offices that they be made known or be provided so that we can have an open and full discussion.

Thank you for your professional courtesies in this matter.

Very truly yours,

Michael E. Kohlhoff
City Attorney

mek:dp

cc: Arlene Loble, City Manager
Michael Bowers, Community Development Director

OFFICE OF COUNTY COUNSEL
WASHINGTON COUNTY, OREGON

DAN R. OLSEN
County Counsel

LORETTA S. SKURDAHL
WILLIAM G. BLAIR
ELMER M. DICKENS
JACQUILYN SAITO-MOORE
PAUL L. HATHAWAY, III
CHRIS GILMORE
BRAD ANDERSON
Assistant County Counsels

PUBLIC SERVICES BUILDING
155 N FIRST AVENUE, SUITE 340, MS #24
HILLSBORO, OREGON 97124
Phone (503) 846-8747
Fax: (503) 846-8636

JANET G. ANDERSON
Legal Administrative Specialist

ANH NGUYEN
BARBARA L. BLAKE
Legal Assistants

SHARON A. BIDSTRUP
DIANE OVERSTREET
DEE STEVENS
Administrative Specialists

July 30, 2007

Michael E. Kohlhoff
City of Wilsonville
29799 SW Town Center Lp E
Wilsonville, OR 97070

Re: Amending the Urban Planning Area Agreement

Dear Mike:

Thanks for your letter and taking the time to talk to me over the phone yesterday. As promised I met with staff and reviewed the existing Urban Planning Area Agreement (UPAA) and other applicable laws to determine what steps are required to amend the UPAA.

In Washington County coordination agreements (UPAAs) are adopted as a land use ordinance consistent with the requirements of the Washington County Charter. In addition to requiring a UPAA to be adopted as a land use ordinance, the Charter further provides:

1. Land use ordinances may be adopted only from March 1 to November 1;
2. A land use ordinance may not include an emergency clause; and
3. Any changes to an ordinance, once it is filed, requires engrossment including two additional public hearings.

These requirements are unique to Washington County and affect the timing of adopting a land use ordinance. In addition State law requires 45 days notice prior to the initial evidentiary hearing on the proposed ordinance. To provide notice as required by law within the current land use season, the Board must authorize the Department to file an ordinance no later than the next regularly scheduled meeting on August 7, 2007. To accommodate the City's request I contacted the Board for permission to file an off-docket agenda item for the work session on August 7, 2007.

In deciding whether to file the Board will need to consider existing priorities and limited resources. As you may know the Planning Department actively engages the Board on an annual basis to put togetner a work program. Because this item is not on the current work program the

Board will likely be faced with a choice between competing priorities based on limited resources. At this point, I cannot predict whether the Board will direct that an ordinance be filed.

Assuming the Board authorizes staff to file, processing an amendment to the UPAA will be under a tight schedule. There will be no room to engross the ordinance (changes to the proposed text of the UPAA) once it is filed (last day for filing a land use ordinance this year is August 17, 2007) and still adopt prior to November 1, 2007. The City and the county will need to work closely over the next few weeks to make sure the interests of both parties are clearly articulated in any proposed amendment. In addition to the text proposed in your letter the county would like to work with the City on mutually agreeable text that will address the county's concerns regarding the potential impacts on the I-5 to 99W Connector Project.

Please recognize that although the County will be unable to comply with your request within sixty (60) days based on the above Charter limitations, we will nonetheless endeavor to accommodate your request in a timely fashion as permitted by law and consistent with the direction of the County Board of Commissioners.

If the Board authorizes staff to file an ordinance, the Planning Department will contact the City to engage in discussions about mutually agreeable amendments prior to filing an ordinance on August 17, 2007. Although I will be out of the office from August 5th to the 11th, I will try to make myself available as needed to help facilitate this process upon my return.

Thanks for your professional courtesies.

Sincerely,

Dee for Chris Gilmore

Chris Gilmore
Sr. Assistant County Counsel

Cc: Dan Olsen, County Counsel
Commissioner Roy Rogers
Brent Curtis, Planning Manager
Lawrence Odell, Assistant Director for LUT

05-1426

Loble, Arlene

From: Kohlhoff, Mike
Sent: Monday, August 06, 2007 12:40 PM
To: 'Chris Gilmore'
Cc: Loble, Arlene; Bowers, Michael
Subject: 8/2/07 Phone request

Chris

You left a voice message requesting that I give you a call regarding the history of the City's need to provide developable industrial land as your notes were incomplete as to the basis that I previously provided you. Let me start with a little background. Wilsonville was incorporated in 1968 and from the get go, its geographic location on the Willamette River (gravel and barging), a major railroad line, and I-5 have made it very attractive to industrial development. The City is divided 1/3 industrial, 1/3 commercial, and 1/3 residential. Wilsonville has a large employment base. While Wilsonville's planning has provided a great number of jobs, it is obligated to continue to adequately plan for industrial development for the future. As you know, good planning for development takes into consideration concurrency for transportation improvements as well as the appropriate land and location for the respective type of development. Wilsonville is one of the only communities that adhere to a concurrency policy for infrastructure. All developments must supply a traffic study; a requirement I note that Washington County recently adopted. Access to I-5 and the movement of freight is a major concern for Wilsonville. Wilsonville has three interchanges with I-5 and participated with Metro and ODOT in an I-5 corridor study in looking at the possibility of a fourth interchange after 2030.

Additionally, there is a requirement to have an appropriate balance within the Metro UGB of land categories with a 20 year supply of land for each category. Because land values have escalated with commercial land being the highest, many jurisdictions have allowed their industrial lands to be converted to commercial, thus, in the last go around there was a great deal of pressure on Metro to expand the Urban Growth Boundary south of the Willamette Valley to convert what are rated as some of the best farm land in the world to industrial and related uses.

The leaders of the expansion efforts were the Maletis brothers who own the Langdon Farms Golf Course and I have been advised have acquired options on adjacent properties. Two Indian Tribes were approached about teaming up with them for a large casino and multiplex shopping center and industrial distribution. The Klamath Indian Tribe has filed with the Bureau of Indian Affairs its desire to make this area a part of its trust lands. The Port of Portland sought to have this land designated for industrial development. The City of Wilsonville actively opposed the UGB expansion with meetings before Metro with several hundred citizens testifying against this expansion. Metro denied the expansion and won on this issue on appeal. The Department of Agriculture joined with Wilsonville in opposing the expansion and has now designated the lands as "foundation lands." There were simply other lands that are not high valued agricultural that could be developed in the relatively near term at less expense to satisfy the industrial demands and for the build able lands inventory over the next 20 years. Coffee Creek lands are a portion of such lands.

Nevertheless, the Langdon Farm owners and certain members of the real estate community introduced several bills to allow development of this prime agricultural land during the 2007 legislative session. Wilsonville took an active role in opposing these bills and they were defeated. Coffee Creek land area was added into the UGB by Metro order and had a two year planning window that the various appeals of the other parts of the Metro order apparently tolled. However, that time frame is now being adhered to.

Originally, the Coffee Creek Correctional Facility was to be super sited adjacent to residential development. The prison expansion was touted by the Department of Corrections as really being an industrial use with fences due to the emphasis on prison industries and the ability to train in areas with nearby businesses. Thus, Wilsonville was able to get the prison to relocate to this area which allowed it to be on less than high value farm land, away from residential development, in an area that made sense by location and transportation for an industrial area, and to use its mantra as an industrial anchor to bring water and sewer infrastructure to the area. In turn, the County had allowed industrialization in the area but without adequate urban infrastructure for greater industrialization which the City will be supplying. The owners of the property had also petitioned the City for inclusion into the UGB for

future annexation for industrial development. The City developed a concept plan for the area which Washington County had supported and Metro approved by inclusion in the UGB expansion. There is a time is of the essence need to get on with the planning and industrial development of the area to provide lands needed to take away the need to expand on prime farm land (agriculture being one to the states biggest industries).

So in the big picture, the small City of Wilsonville has developed a water treatment plant on the Willamette with Tualatin Valley Water District that the relocated prison helped fund which will be a prime water source for Washington County in the future. By not subverting its industrial lands, but planning for a reasonable supply with phased development (we are making up for other jurisdictions conversion of industrial land) a crippling take of farm land is avoided and the state's Willamette Valley agricultural economy is not eaten away like the pac-man game. The state's white elephant in Dammasch Hospital is turned into a cash winner with the sale and development of Villebois to provide houses for employment rather than a prison (which had been scheduled to go there) and the density to support the commuter rail that Washington County is partnering on. With the multiple developments going forward, there are funding mechanisms that fall into place to have the City help fund badly needed improvements to the I-5 283 interchange as well as internal roads to help overall transportation. Thus, the pressure on the City is to provide for industrial lands now, and the current corridor options do not impact Coffee Creek I planned infrastructure transportation system.

Apparently, the City has been accused by a Washington County representative recently of not seeing the big picture. However, we have been living the big picture involving regional water supply, the state's largest highway, the state prison sitting and building program, the location, planning, and partnering in regional commuter rail, the assisting of the state mental health to turn a white elephant into a win-win for it; and the partnering with the state agricultural department in protection of the Willamette Valley agricultural industry. Thus, the City sees moving ahead with Coffee Creek I as an important element in the big picture especially when there is no down side to the current corridor options.

In order to keep on track, I have again reviewed the UPAA with Washington County. The plain language of the UPAA states that coordination for the water shed area is to be treated the same as the Urban Planning Area. Since the City clearly will be providing the infrastructure, it has the contractual responsibility under the UPAA to plan the area and that is supported by the plan's reference to the Oregon Administrative Rules. There is nothing in the Metro order placing the Coffee Creek I area into the UGB that we have been discussing that prohibits the Washington County contract with Wilsonville under the UPAA for Wilsonville to plan such an area within the watershed. My understanding is that certain Washington County staff members are no longer concerned with right of way size for Grahams Ferry, but rather that the Day Road size of right of way is now the real concern (reserving for a six lane boulevard rather than a four lane). Our staff has concerns of whether Washington County has taken into consideration what a greater Day Road right of way and capacity will mean for I-5. My understanding is that Clackamas County Commissioner Peterson has recently voiced concerns over the potential impacts to I-5. Given the City's need to proceed and the timing needed to resolve these concerns and the short time frame for a UPAA Amendment, perhaps a simple memorandum of understanding confirming the City's authority to plan under UPAA and agreement to further study Day Road right of way might be an acceptable approach.

Regards,

Mike Kohlhoff

Attachment 8

City of WILSONVILLE in OREGON

29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

July 27, 2007

Ms. Kathy Lehtola
Director
Washington County Oregon
Department of Land Use & Transportation
155 North First Avenue
Suite 350 MS 16
Hillsboro, OR 97124-3072

Dear Ms. Lehtola:

This letter is forwarded in reply to your June 4, 2007 letter to the City of Wilsonville Planning Director, in which you requested extensive right-of-way (ROW) provisions within the Coffee Creek Master Plan areas. Specifically, you requested a seven lane ROW along Grahams Ferry Road and Boones Ferry Road, a minimum five lane ROW along Day Road and Clutter Road, and 500 foot turn pockets for all signalized or potentially signalized intersections. The basis for your concern is the potential incompatibility of our Coffee Creek planning with the I5/99W corridor analysis and that these ROW reservations will serve as a "surrogate for an incomplete transportation analysis."

I want to respond to your letter and recommendations with the following facts which controvert the requirement for this level of ROW:

* The I5/99W Connector Study to date has projected 2030 traffic PM peak hour volumes at nearly all arterial and collector streets within the Connector Study area and along its periphery (Attachment 1). This assessment indicates that the volume of traffic on arterial streets and collector streets north of Day Road (i.e., north of Coffee Creek) is greater than that in the Coffee Creek area, and certainly do not justify the need for a 7-lane Grahams Ferry Road south of Day.

* The Washington County 2020 TSP indicates Grahams Ferry Road is intended as an Arterial north of Day Road, and a Collector south of Day, nominally three lanes wide at Clutter and Ridder Roads.

* Connector corridor options (with limited access) presently being considered will not bring increased traffic to Wilsonville, south of Day Street beyond that already considered by our traffic consultants in the Coffee Creek report, since optimal Connector alignments are north of the Coffee Creek planning area.

* The "industrial triangle" between Sherwood, Tigard, and Tualatin, indicated on Attachment 2, is 12-15 times larger than the Wilsonville Coffee Creek area. Obviously, should a Connector be constructed south of this triangle, the industrial traffic generated north of the Connector will be much greater than the contribution by the Coffee Creek industrial area to the south.

* Regional traffic (i.e.: traffic "destined to" or "originating from") in the study area contributes the greatest single demand volume which must be dealt with via a Connector solution (Attachment 3). Coffee Creek, due to its location, contributes minimally to this challenge. Additionally, as shown on Attachments 4 and 5, 79% of Regional traffic traverses east, west and north of the study area, vice south near Wilsonville. Therefore, as Connector routes move further south, they are less likely to resolve the Regional transportation challenge in the Tigard–Sherwood-Tualatin area as cited in the 2000 and 2004 Metro RTPs of which the Connector is the intended solution.

The Coffee Creek Master Plan is a prudent planning initiative, valuable to shape infrastructure requirements concurrent with potential development proposals. At this time, based on the above facts, no known or potential conflicts between the Coffee Creek area and the Connector alignment exist. In order to respond to your concern that the transportation analysis to date is "incomplete", please communicate to the City of Wilsonville: (1) What additional transportation analysis needs to be done by Wilsonville to alleviate your concerns and (2) the Washington County planned timeline and specific transportation studies which will likewise deconflict any issues between the Connector and the Coffee Creek area.

Sincerely,

Michael S. Bowers, PE
Community Development Director

MSB:bgs

Copy to: Lawrence Odell, Assistant Director
Chris Gilmore, County Council
Doug Rux, City of Tualatin
Brent Curtis, Planning Manager
Rob Dixon, City of Sherwood
Stacy Hopkins, DLCD
Andy Johnson, ODOT
Sherry Oeser, Metro

List of Attachments:
(1) Comparison of 2005and 2030 Baseline Traffic Volumes
(2) Regional Land Use Designations – Connector Study Area
(3) Aggregated Travel Pattern Summary – Connector Study Area
(4) 2005 Regional Trips 15/99W Project Area
(5) Distribution of Regional Trips and Percentages

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Attachment 9

WASHINGTON COUNTY
OREGON

September 14, 2007

City of Wilsonville
30000 Town Center Loop E.
Wilsonville, OR 97070

Mayor Lehan and Members of the City Council:

The purpose of this correspondence is to continue our efforts to continue our efforts in coordinating with you on the adoption of the Coffee Creek Master Plan (CCMP) and its potential impacts on the I-5 to 99W Connector Project.

As evidenced by the recent adoption of the selected alternatives by the Project Steering Committee, the participating jurisdictions continue to support this essential regional transportation project. By providing an alternative for regional trips passing through the area the Connector Project will alleviate long-term traffic congestion and increase livability for residents in both Wilsonville and the nearby unincorporated area. The County recognizes and appreciates the important role the City of Wilsonville plays in assuring a well-coordinated and effective regional transportation system and we look forward to working with you in that regard.

Without the Connector Project, the functional performance of existing facilities will likely deteriorate significantly. The impacts to existing infrastructure from development within the CCMP, coupled with significant increases in background traffic over the next 20 -30 years will likely require increased reservations of right-of-way.

The selection of the alternatives by the Project Steering Committee is a very important step that moves us collectively towards a preferred alternative regarding the Connector Project. Our experience with major transportation studies tells us that a preferred alternative may be a combination of project elements from various alternatives. That is, the preferred alternative may not exactly mirror any particular alternative that will soon be analyzed.

We also note that one purpose of analyzing the alternatives is to see how particular roads function in different scenarios and when combined with other transportation elements. Particular roads will be studied, and if necessary the recommended ultimate capacity of the particular roads may change based on the analysis. Since this evaluation has not taken place in a comprehensive fashion, it is too soon to know what transportation solutions will be part of a preferred alternative. In order to maintain mobility in the southern portion of Washington County, we believe that it is not wise to take any steps to preclude the implementation of any possible preferred alternative.

Department of Land Use & Transportation • Administration
155 North First Avenue, Suite 350, MS 16, Hillsboro, OR 97124-3072
phone: (503) 846-4530 • fax: (503) 846-4412

For example, as you are well aware, Day Road between Grahams Ferry and Boones Ferry is included in the Enhanced Existing System Alternative (EESA) that is moving forward. The EESA will be analyzed and based on this analysis mitigation to address capacity needs could be recommended. We don't know if this analysis will result in recommending Day Road be wider than 3 lanes. However, professional judgment tells us that it could. But, most importantly, we believe it is prudent to not inhibit any possible outcome of the connector study.

To date we haven't seen evidence that the CCMP meets the standards of OAR 660-0 12-0060. This section of the Transportation Planning Rule applies to amendments to comprehensive plans. We are concerned that the plan amendment could significantly affect the Tonquin/Grahams Ferry intersection. Moreover, we are concerned that the plan amendment could also significantly affect important ODOT facilities in the vicinity. We have not seen evidence that the City has undertaken a determination consistent with the specific methodology expressed in OAR 660-012-0060. Moreover, if the plan amendment will significantly affect facilities, we fear that the City has not implemented the necessary measures under OAR 660-012-060 (2) to address such impacts.

As you are probably aware, the County has constructed more roads than any other local government in the State of Oregon over the past twenty years. Right-of-way purchase continues to be a huge and growing portion of overall road construction. Much of the cost of right-of-way purchases could have been avoided with more of a long-term perspective when it came to individual land development and planning decisions. This experience over the past twenty years certainly has shaped our perspective regarding reserving right-of-way. Our view is that determining ultimate right-of-way needs is a different proposition than evaluating the capacity needs based on one particular growth and travel forecast. For ultimate right-of-way it is important to consider not only the travel demand model results, but also other future activities that have some possibility of occurring such as population and employment growth beyond a particular forecast year. We believe this conservative approach to right-of-way reservation serves the citizens and businesses in the County well.

As you may know, the Board of County Commissioners directed staff to file an ordinance amending the existing Urban Planning Area Agreement to allow the City and County to agree through a Memorandum of Understanding (MOU) on adding additional right-of-way reservations to the CCMP or other such assurances that will assure the alignments for the Connector Project are preserved.

The timing of this MOU approach will not interfere with the City's Title 11 planning deadlines. The expansion of the Metro Urban Growth Boundary (UGB) was specifically conditioned to avoid planning until a preferred alternative is selected for the Connector Project. The Special Conditions to Ordinance No. 04-1040B (a copy of which is included with this letter) state:

> "Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11

> planning within four years ***following the selection of the right-of-way alignment for the I-5/99W Connector***, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier." [emphasis supplied]

Thus at the time this land was brought within the UBG it was clear that the planning would follow selection of the right-of-way alignment and that the deadline would be within four years following that date. Ordinance No. 04-1040B was adopted on June 24, 2004. The existing findings for Ordinance No. 637 incorrectly state that the Title 11 planning deadline is March of 2007. As such there is no pending deadline for the City's Title 11 planning.

Moreover the City recognizes in its findings that this area must go through the annexation process in addition to any development code and zone changes necessary to implement the CCMP. The CCMP and development code amendments can be adopted as a package following annexation to accommodate the timing of the selection process for the Connector Project and to provide the County and the City additional time to enter into a meaningful MOU.

It is the County's desire to continue achieving coordination by amending the existing UPAA to assure compliance with Goal 2 and ORS Chapter 195. Coordination agreements are the proper means by which planning authority should be addressed outside of the city limits. A condition making the plan amendments effective upon annexation avoids coordination and jeopardizes the Connector Project without addressing the County's concerns.

Please consider delaying formal adoption of Ordinance No. 637 until such time as City and County staff have engaged in a meaningful effort to resolve outstanding technical issues, comply with the limiting conditions provided in Metro Ordinance No. 04-1040B, provide the Project Steering Committee with additional time to select a final alternative, and to keep in place the existing coordination process embodied in the UPAA.

Sincerely,

Kathy Lehtola
Director of Land Use & Transportation

Sincerely,

Chris Gilmore
Senior Assistant County Counsel

Attachment:

Cc: Lawrence Odell, Assistant Director
Brent Curtis, Planning Manager
Sherilyn Lombos, City of Tualatin
Ross Schultz, City of Sherwood
Stacy Hopkins, DLCD
Jason Tell, ODOT
Andy Cotugno, Metro Director of Planning

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METRO URBAN GROWTH BOUNDARY, THE REGIONAL FRAMEWORK PLAN AND THE METRO CODE TO INCREASE THE CAPACITY OF THE BOUNDARY TO ACCOMMODATE GROWTH IN INDUSTRIAL EMPLOYMENT	))))))))	ORDINANCE NO. 04-1040B Introduced by the Metro Council

WHEREAS, by Ordinance No. 02-969B (For The Purpose Of Amending The Urban Growth Boundary, The Regional Framework Plan And The Metro Code In Order To Increase The Capacity Of The Boundary To Accommodate Population Growth To The Year 2022), the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan to increase the capacity of industrial land to accommodate industrial jobs; and

WHEREAS, the Metro Council adopted an Employment and Industrial Areas Map as part of Title 4 (Retail in Employment and Industrial Areas) in Ordinance No. 96-647C (For the Purpose of Adopting a Functional Plan for Early Implementation of the 2040 Growth Concept) on November 21, 1996; and

WHEREAS, the Council amended the Regional Framework Plan ("RFP") by Exhibit D to Ordinance No. 02-969B (For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code in Order to Increase the Capacity of the Boundary to Accommodate Population Growth to the Year 2022), adopted on December 5, 2002, to establish a new 2040 Growth Concept design type entitled "Regionally Significant Industrial Area" ("RSIA") and to add Policies 1.4.1 and 1.4.2 to protect such areas by limiting conflicting uses; and

WHEREAS, by Exhibit F to Ordinance No. 02-969B the Council amended Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan ("UGMFP") to implement Policies 1.4.1 and 1.4.2 of the RFP; and

WHEREAS, by Exhibit E of Ordinance No. 02-969B the Council adopted a "Generalized Map of Regionally Significant Industrial Areas" depicting certain Industrial Areas that lay within the UGB prior to its expansion as part of Task 2 of periodic review as RSIAs; and

WHEREAS, Title 4 calls upon the Council to delineate specific boundaries for RSIAs derived from the "Generalized Map of Regionally Significant Industrial Areas" after consultation with cities and counties; and

WHEREAS, by Ordinance No. 02-969B, the Council added capacity to the UGB but did not add sufficient capacity to accommodate the full need for land for industrial use; and

WHEREAS, the Metro Council submitted Ordinance No. 969B, in combination with other ordinances that increased the capacity of the UGB, to the Land Conservation and Development Commission (LCDC) as part of Metro's periodic review of the capacity of its UGB; and

WHEREAS, on July 7, 2003, LCDC issued its "Partial Approval and Remand Order 03-WKTASK-001524" that approved most of the Council's decisions, but returned the matter to the Council for completion or revision of three tasks: (1) provide complete data on the number, density and mix of housing types and determine the need for housing types over the next 20 years; (2) add capacity to the UGB for the unmet portion of the need for land for industrial use; and (3) either remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB or justify their inclusion; and

WHEREAS, the Council completed its analysis of the number, density and mix of housing types and the need for housing over the planning period 2002-2022 and incorporated its conclusions in a revision to its Housing Needs Analysis; and

WHEREAS, the Council increased the capacity of the UGB both by adding land to the UGB and by revising the Regional Framework Plan and Title 4 of the UGMFP to meet the previously unmet portion of the need for land for industrial use; and

WHEREAS, a change in design type designation of a portion of Study Area 12 added to the UGB on December 5, 2002, by Ordinance No. 02-969B from residential to industrial will help the region accommodate the need for industrial use without reducing the region's residential capacity below the region's residential need; and

WHEREAS, the Council decided to remove tax lots 1300, 1400 and 1500 in Study Area 62 from the UGB; and

WHEREAS, the Council consulted its Metropolitan Policy Advisory Committee and the 24 cities and three counties of the metropolitan region and considered comments and suggestions prior to making this decision; and

WHEREAS, prior to making this decision, the Council sent individual mailed notification to more than 100,000 households in the region and held public hearings on Title 4 and the efficient use of industrial land on December 4 and 11, 2003, public workshops at six locations around the region in March, 2004, on possible amendments to the UGB, and public hearings on the entire matter on April 22 and 29, May 6, May 27, and June 10 and 24, 2004; now, therefore

THE METRO COUNCIL HEREBY ORDAINS AS FOLLOWS:

1. Policy 1.12 of the Regional Framework Plan is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance, to guide the choice of farmland for addition to the UGB when no higher priority land is available or suitable.

2. Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to improve implementation of Title 4 by cities and counties in the region.

3. The Employment and Industrial Areas Map is hereby amended, as shown in Exhibit C, attached and incorporated into this ordinance, to depict the boundaries of Regionally Significant Industrial Areas pursuant to Policy 1.4.1 of the Regional Framework Plan in order to ensure more efficient use of the areas for industries reliant upon the movement of freight and to protect the function and capacity of freight routes and connectors in the region.

4. The Revised Housing Needs Analysis, January 24, 2003, is hereby further revised, as indicated in Exhibit D, Addendum to Housing Needs Analysis, April 5, 2004, attached and incorporated into this ordinance, to comply with the first item in LCDCs "Partial Approval and Remand Order 03-WKTASK-001524."

5. The Metro UGB is hereby amended to include all or portions of the Study Areas shown on Exhibit E with the designated 2040 Growth Concept design type, ~~and more precisely identified in the Industrial Land Alternative Analysis Study, February, 2004, Item (e) in Appendix A,~~ subject to the conditions set forth in Exhibit F, and to exclude tax lots 1300, 1400 and 1500 in Study Area 62 ~~and the southeast portion of Study Area 9 from the UGB~~, also shown on Exhibit E and more precisely identified in the Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", Item (a) in Appendix A. Exhibits E and F are attached and incorporated into this ordinance to comply with the second and third items in LCDCs "Partial Approval and Remand Order 03-WKTASK-001524."

6. Ordinance No. 02-969B is hereby amended to change the 2040 Growth Concept design type designation for that 90-acre portion of Study Area 12 that projects from the rest of the study area to the southeast along Highway 26 from "Inner Neighborhood" to "Regionally Significant Industrial Area."

~~6~~7. The Appendix, attached and incorporated into this ordinance, is hereby adopted in support of the amendments to the UGB, the Regional Framework Plan and the Metro Code in sections 1 through 3 of this ordinance. The following documents comprise the Appendix:

a. Staff Report, "In Consideration of Ordinance No. 04-1040, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the capacity of the Boundary to Accommodate Growth in Industrial Employment", April 5, 2004.

b. 2002-2022 Urban Growth Report: An Employment Land Need Analysis, June 24, 2004 Supplement.

c. Industrial Land Alternative Analysis Study, February, 2004.

d. Measure 26-29 Technical Report: Assessment of the Impacts of the June, 2004, UGB Expansion on Property Owners.

e. Industrial Land Expansion Public Comment Report, March, 2004.

f. "An Assessment of Potential Regionally Significant Industrial Areas", memorandum from Mary Weber to Dick Benner, October 21, 2003.

g. "Recommended Factors for Identifying RSIAs", memorandum from Mary Weber to MTAC, June 30, 2003.

h. "Slopes Constraints on Industrial Development", memorandum from Lydia Neill to David Bragdon, November 25, 2003.

i. "Limited Choices: The Protection of Agricultural Lands and the Expansion of the Metro Area Urban Growth Boundary for Industrial Use", prepared by the Metro Agricultural Lands Technical Workgroup, April, 2004.

j. "Technical Assessment of Reducing Lands within Alternatives Analysis Study Areas", memorandum from Lydia Neill to David Bragdon, October 30, 2003.

k. Agriculture at the Edge: A Symposium, October 31, 2003, Summary by Kirni Iboshi Sloop, December, 2003.

m. "Industrial Land Aggregation Methodology, Test and Results", memorandum from Lydia Neill to David Bragdon, September 24, 2003.

n. "Industrial Areas Requested by Local Jurisdictions", memorandum from Tim O'Brien to Lydia Neill, July 29, 2003.

o. 'Industrial Land Locational and Siting Factors', memorandum from Lydia Neill to David Bragdon, June 9, 2003.

p. "A Review of Information Pertaining to Regional Industrial Lands', memorandum from Dick Benner to David Bragdon, January 26, 2004.

q. Map of Freight Network and Freight Facilities, Metro, November, 2003.

r. 'Evaluating the Industrial Land Supply with Projected Demand', memorandum from Lydia Neill to David Bragdon, May 14, 2003.

s. 'Identifying 2003 Industrial Land Alternatives Analysis Study Areas', memorandum from Tim O'Brien to Lydia Neill, July 9, 2003.

t. 'For the Purpose of Reducing the Land Under Consideration in the 2002 and 2003 Alternatives Analysis for Meet the Remaining Need for Industrial Land through Urban Growth Boundary Expansion', Staff Report, November 18, 2003.

u. 'Formation of Industrial Neighborhoods', memorandum from Lydia Neill to David Bragdon, October 24, 2003.

v. 'Developed Lots 5 Acres and Smaller Outside the UGB', memorandum from Amy Rose to Lydia Neill, November 18, 2003.

w. 'Employment Land Included in the 2002 Urban Growth Boundary Expansion', memorandum from Andy Cotugno to David Bragdon, March 10, 2003.

x. 'Identifying Additional Land for Industrial Purposes," memorandum from Tim O'Brien to Lydia Neill, March 7, 2003.

y. Staff Report, 'In Consideration of Ordinance No. 04-1040B, For the Purpose of Amending the Metro Urban Growth Boundary, the Regional Framework Plan and the Metro Code to increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment', June 21, 2004.

~~7~~8. The Findings of Fact and Conclusions of Law in Exhibit G, attached and incorporated into this ordinance, explain how this ordinance complies with state law, the Regional Framework Plan and the Metro Code.

ADOPTED by the Metro Council this 24th day of June, 2004.

David Bragdon, Council President

ATTEST:

Christina Billington, Recording Secretary

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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OMA/RPB/kvw (06/18/04)

Exhibit F to Ordinance No. 04-1040B
Conditions on Addition of Land to the UGB

I. GENERAL CONDITIONS APPLICABLE TO ALL LANDS ADDED TO THE UGB

A. The city or county with land use planning responsibility for a study area included in the UGB shall complete the planning required by Metro Code Title 11, Urban Growth Management Functional Plan ("UGMFP"), section 3.07.1120 ("Title 11 planning") for the area. Unless otherwise stated in specific conditions below, the city or county shall complete Title 11 planning within two years after the effective date of this ordinance. Specific conditions below identify the city or county responsible for each study area.

B. The city or county with land use planning responsibility for a study area included in the UGB, as specified below, shall apply the 2040 Growth Concept design types shown on Exhibit E of this ordinance to the planning required by Title 11 for the study area.

C. The city or county with land use planning responsibility for a study area included in the UGB shall apply interim protection standards in Metro Code Title 11, UGMFP, section 3.07.1110, to the study area until the effective date of the comprehensive plan provisions and land use regulations adopted to implement Title 11.

D. In Title 11 planning, each city or county with land use planning responsibility for a study area included in the UGB shall recommend appropriate long-range boundaries for consideration by the Council in future expansions of the UGB or designation of urban reserves pursuant to 660 Oregon Administrative Rules Division 21.

E. Each city or county with land use planning responsibility for an area included in the UGB by this ordinance shall adopt provisions – such as setbacks, buffers and designated lanes for movement of slow-moving farm machinery – in its land use regulations to enhance compatibility between urban uses in the UGB and agricultural practices on adjacent land outside the UGB zoned for farm or forest use.

F. Each city or county with land use planning responsibility for a study area included in the UGB shall apply Title 4 of the UGMFP to those portions of the study area designated Regionally Significant Industrial Area ("RSIA"), Industrial Area or Employment Area on the 2040 Growth Concept Map (Exhibit C). If the Council places a specific condition on a RSIA below, the city or county shall apply the more restrictive condition.

G. In the application of statewide planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) to Title 11 planning, each city and county with land use responsibility for a study area included in the UGB shall comply with those provisions of Title 3 of the UGMFP acknowledged by the Land Conservation and Development Commission ("LCDC") to comply with Goal 5. If LCDC has not acknowledged those provisions of Title 3 intended to comply with Goal 5 by the deadline for completion of Title 11 planning, the city or county shall consider, in the city or county's application of Goal 5 to its Title 11 planning, any inventory of regionally significant Goal 5 resources and any preliminary decisions to allow, limit or prohibit conflicting uses of those resources that is adopted by resolution of the Metro Council.

H. Each city and county shall apply the Transportation Planning Rule (OAR 660 Div 012) in the planning required by subsections F (transportation plan) and J (urban growth diagram) of Title 11.

II. SPECIFIC CONDITIONS FOR PARTICULAR AREAS

A. Damascus Area

1. Clackamas County and Metro shall complete Title 11 planning requirements through the incorporation of this area into the greater Damascus/Boring Concept Plan planning effort currently underway. This planning shall be completed within the same time frame as specified in Ordinance No. 02-969B.

2. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

3. In the planning required by Title 11, subsections (A) and (F) of section 3.07.1120, Clackamas County or any future governing body responsible for the area shall provide for annexation of those portions of the area whose planned capacity is sufficient to support transit to the Tri-met District.

B. Beavercreek Area

1. Clackamas County or, upon annexation to Oregon City, the city and county, with Metro, shall complete Title 11 planning for the area.

2. This area shall be planned in conjunction with the adjoining tax lot added to the UGB in 2002, under Ordinance No. 02-969B.

~~C. Borland Area – North of I-205~~

~~1. Clackamas County or, upon annexation to the City of Tualatin, the city and county, in coordination with the Cities of Lake Oswego, Tualatin, and West Linn and Metro, shall complete Title 11 planning within four years following the effective date of Ordinance No. 04-1040. The county and city, in conjunction with Lake Oswego and West Linn and Metro shall recommend long-range boundaries in the Stafford Basin and general use designations for consideration by the Council in future expansions of the UGB.~~

~~2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~D~~C. Tualatin Area

1. Washington County or, upon annexation to the Cities of Tualatin or Wilsonville, the cities, in conjunction with Metro, shall complete Title 11 planning within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040, whichever occurs earlier.

2. Title 11 planning shall incorporate the general location of the projected right of way ~~location~~ alignment for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan. If the selected right-of-way for the connector follows the approximate course of the "South Alignment," as shown on the Region 2040 Growth Concept Map, as amended by Ordinance No. 03-1014, October 15, 2003, the portion of the Tualatin Area that lies north of the right-of-way shall be designated "~~Inner~~Outer Neighborhood" on the Growth Concept Map; the portion that lies south shall be designated "Industrial."

3. The governments responsible for Title 11 planning shall consider using the I-5/99W connector as a boundary between the city limits of the City of Tualatin and the City of Wilsonville in this area.

~~E~~D. Quarry Area

1. Washington County or, upon annexation to the cities of Tualatin or Sherwood, the cities, and Metro shall complete Title 11 planning for the area.

2. Title 11 planning shall, if possible, be coordinated with the adjoining area that was included in the UGB in 2002 under Ordinance No. 02-969B.

3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

4. Title 11 planning shall incorporate the general location of the projected right-of-way for the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~F~~E. Coffee Creek Area

1. Washington and Clackamas Counties or, upon annexation of the area to the ~~City~~ cities of Tualatin or Wilsonville, the city, ~~and~~ in conjunction with Metro, shall complete the Title 11 planning for the area within ~~four~~ two years following the selection of the right-of-way alignment for the I-5/99W Connector, or within seven years of the effective date of Ordinance No. 04-1040B, whichever occurs earlier.

2. ~~The concept~~ Title 11 planning shall incorporate the general location of the projected right of way location for the I-5/99W connector and the Tonquin Trail as shown on the 2004 Regional Transportation Plan.

~~G. Wilsonville East Area~~

~~1. Clackamas County or, upon annexation of the area to the City of Wilsonville, the city, and Metro shall complete the Title 11 planning for the area within two years of the effective date of Ordinance No. 04-1040.~~

~~2. In the planning required by Title 11 a buffer shall be incorporated to mitigate any adverse effects of locating industrial uses adjacent to residential uses located southwest of the area.~~

~~3. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.~~

~~H~~F. Cornelius Area

1. Washington County, or upon annexation of the area to the City of Cornelius, the city and Metro shall complete the Title 11 planning for the area.

~~I~~G. Helvetia Area

1. Washington County, or upon annexation of the area to the City of Hillsboro, the city, and Metro shall complete the Title 11 planning for the area.

2. Until the effective date of new regulations adopted pursuant to Title 11, the city or county with land use planning responsibility for the area shall not allow the division of a lot or parcel that is 50 acres or larger into lots or parcels smaller than 50 acres.

Ordinance No. 637 - Supplemental Findings of Fact, 9-17-07

OAR 660-012-0060(1) states that, where an amendment to an acknowledged comprehensive plan would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity and performance standards of the facility. A plan amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility
(b) Change standards implementing a functional classification, or
(c) As measured at the end of the planning period identified in the adopted transportation systems plan:

- Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
- Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
- Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Table 16 of the May 2, 2007 Coffee Creek Transportation Technical Memorandum # 2 shows that, for alternative # 1, the intersections at Boones Ferry Road/95th Avenue, Boones Ferry Road at Day Road and Kinsman Road at Day Road all exceed both LOS and V/C, reducing the performance of an existing or planned transportation facility below the minimum acceptable performance standards identified in the TSP or comprehensive plan. Therefore, the requirements of OAR 660-012-0060(2) apply.

Under OAR 660-012-0060(2), compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity and performance standards of the transportation facility.
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement or service will be provided by the end of the planning period.
(c) Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

The Coffee Creek I Master Plan relies on a combination of (2)(b) and (2)(e) to demonstrate compliance with section 1 of OAR 660-012-0060.

Table 17 of May 2, 2007 Coffee Creek Transportation Technical Memorandum # 2 provides for mitigations necessary to assure that allowed land uses are consistent with the identified function, capacity and performance standards of the affected facilities. Table 18 of the same Technical Memorandum demonstrates the mitigated LOS and V/C levels for affected signalized intersections. All intersections are shown to be compliant with the identified function, capacity and performance standards of the affected facilities as shown in the Summary table below.

Street	Classification	Preferred operating standard	Acceptable operating standard	Recommendation for mitigation/change
Boones Ferry				
RTP	Minor arterial	E/D	E/E	
Oregon Highway Plan	District Highway	0.99/0.99		
W Co. TSP	Arterial	D/D	E/D	
City TSP	Major Arterial(south of Day Rd.) No classification north of Day-	D/D(intersections)	D/D(intersections)	Widen Boones Ferry from 95th to Day Road to 5 lanes (completed)
Coffee Creek Master Plan (CCMP)	No change in classification recommended	Mitigated LOS and V/C @ Day C 0.81		@ Day Rd Construct 2nd southbound through lane north of Day Construct dual eastbound right turn lanes
Grahams Ferry				
RTP	NA			
Oregon Highway Plan	NA			
W Co. TSP	Arterial (North of Day Rd.) Collector (south of Day)	D/D NA	E/D NA	Widen Graham's Ferry to 3 lanes from Tonquin to Clutter Roads

City TSP	Collector (south of Clay Rd.)	D/D(intersections)	D/D(intersections)	
CCMP	No change in classification recommended	Mitigated LOS and V/C @ Tonquin	D 0.94	@ Day Rd. Construct dual southbound left turn lanes
Day Road				
RTP	NA			
Oregon Highway Plan	NA			
W Co. TSP	Arterial	D/D	E/D	Widen Day Rd. to 3 lanes from Grahams Ferry to Boones Ferry
City TSP				Widen Day Rd. to 3 lanes from Grahams Ferry to Boones Ferry (completed)
CCMP	No change in classification recommended.			@ Kinsman Traffic signal North and southbound left turn pockets Northbound right turn lane @Boones Ferry: 2nd southbound through lane north of Day
Tonquin Road				
RTP	NA			
Oregon Highway Plan	NA			
W Co. TSP				Widen and realign Tonquin Rd. from Grahams Ferry to Oregon St.
City TSP	NA			
CCMP				@Grahams Ferry: install westbound left, northbound left and traffic signal

Table 19 of the Technical Memorandum # 2 shows that NB left movement exceeds storage capacity. The mitigation plan address this by providing for 2 NB left lanes on Boones Ferry Road @ Day.

The proposed Comprehensive Plan amendment to include the Coffee Creek I Master Plan within the City's Comprehensive Plan includes adoption of the appendices and the recommended mitigation projects. The City will be beginning its 5-year review of the City's TSP in 2008 and will incorporate these recommended mitigation projects into the TSP at that time.

The Coffee Creek I Master Plan Appendices also include a detailed fiscal analysis of the costs of the recommended mitigation measures, and the source(s) of funding for those improvements. The City has traditionally used a combination of systems development revenues, urban renewal funds and developer's financial participation to construct transportation and other public facility improvements. These funding plans are contained in very specific development agreements adopted by the city Council and signed by both the City and the developer(s).

Therefore, the City has complied with OAR 660-012-0060(2).

Section 93) of -0060 is not applicable. Section (4) requires that determinations under sections (1) – (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Section (4) further states that.
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

> (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
>
> (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
>
> (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
>
> (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

The City and its consultants relied on adopted city and county TSPs and the RTP in determining whether the coffee Creek I Master Plan has a significant effect on an existing or planned transportation facility. All existing impacted streets were considered, as were improvements proposed in the respective TSPs/RTP. Washington County has consistently complained that the city did not include analysis of the I-5/99W Connector project in the analysis of impacts. The City has responded that the Coffee Creek I Master Plan transportation analysis addresses both a no-build alternative and roads included in the Enhanced Existing System Connector alternative. Construction of the Connector is not part of the 2004 federally approved, fiscally constrained RTP. Improvements to affected streets such as Grahams Ferry Road, Boones Ferry Road, Tonquin Road and the extension of 124th Avenue are within the respective jurisdictions' TSPs, and those improvements were considered where Coffee Creek impacts were determined to exist. The most southerly connector alternative is north of the Coffee Creek I planning area. Metro did not condition planning in the Coffee Creek I area upon selection of a Connector alignment. We have received no written communication from either ODOT, Metro or any local government providing a statement that the Connector is "reasonably likely to be provided by the end of the planning period". Section (e) has been addressed via the recommended mitigation measures at 95th Avenue and on Elligsen Road. The City has received letters supporting adoption of the Coffee Creek I Master Plan applicable at the time of annexation from both Metro and ODOT.

The City has been requested to postpone adoption of the Coffee Creek I Master Plan as a sub-element of the City's Comprehensive Plan. However, the City has responded that there is a continuing need for shovel ready industrial lands adjacent to I-5, and that the City has a responsibility, under Metro's requirements, to plan this land now, and not 5 – 10 years from now when a Connector route may be finally determined.

ATTACHMENT 11

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

September 21, 2007

The Honorable Charlotte Lehan
City of Wilsonville
29799 Town Center Loop East
Wilsonville, OR 97070-6499

Dear Mayor Lehan:

I invite you to a discussion with leaders from throughout the region to tackle some of the most important challenges that we face in accommodating rapid population growth. This Regional Roundtable will be held on Friday, October 26, from 8:00 a.m. to 2:00 p.m. at the Oregon Convention Center.

Last October, the Metro Council invited the region's mayors and county chairs, as well as other members of the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation to discuss a regional legislative agenda. This agenda was focused on a few critically important measures that enabled this region to take a broader, more thoughtful look at how we plan for growth. The two main policy bills dealt with:

- A one-time, two-year extension of the five-year urban growth boundary review cycle, and
- Enabling the Metro Council and local counties to create urban reserves, outside of the current UGB to accommodate future growth, while also designating rural reserves for the long-term preservation of farmland and natural areas. Establishing these reserves can provide greater certainty and deliberation for how, when and where future UGB expansions occur.

Thanks to the broad regional effort that supported this agenda, both of these bills were passed.

At last October's forum we also discussed Oregon's infrastructure challenges – an issue which was not addressed during the legislative session. Since then, the need has become even more obvious, and there is growing agreement that a region-wide effort is needed to identify the scope of infrastructure needs – and the resources available to pay for them – and come up with a comprehensive strategy to ensure that cities and other service providers have the resources they need to maintain vibrant communities. This year's Forum will continue the conversation we started last year and enable us to move forward on a broad regional public investment strategy.

In addition, a broad regional effort is moving forward to begin the process of identifying and designating urban and rural reserves as authorized by the Legislature this past session. More information on this process, and what comes next, will be shared at the October 26 event.

Rec 9/26/07

The invitation to attend this Regional Roundtable is being extended to MPAC members, JPACT members, mayors and councilors of the 25 cities within Metro's jurisdiction, and members of the three county commissions. In addition, we are inviting the mayors of neighboring cities and the chairs of neighboring county commissions to join us for this discussion.

Although this meeting will be open to the public, lunch will only be provided to invited attendees. Please RSVP to Paulette Copperstone at copperstonep@metro.dst.or.us or by calling 503-797-1562 no later than Friday, October 19, and let us know if you plan to attend. Please also let Paulette know if you have any special dietary needs or concerns.

Regards,

David Bragdon
Metro Council President

King, Sandy

From: Young, Sandi
Sent: Tuesday, September 25, 2007 12:43 PM
To: King, Sandy
Subject: FW: Conditions on Addition of Coffee Creek Area to UGB

-----Original Message-----
From: Kohlhoff, Mike
Sent: Monday, September 17, 2007 12:45 PM
To: 'chris_gilmore@co.washington.or.us'
Cc: Lee, Paul; Young, Sandi; Loble, Arlene
Subject: FW: Conditions on Addition of Coffee Creek Area to UGB

Chris,

Thank you forwarding the letter of September 14, 2007 co signed by you to the City. The City is preparing a response. However, I wanted to share with you the below e-mail from Metro attorney Richard Benner before tonight's hearing. This comports with an earlier letter that we have from Metro in the record. I was closely involved with the process and attorney Benner's opinion also comports with my understanding of the intent and language of the 04 ordinance.

Again, thank you for your continuing professional courtesies in this matter.

Regards,

Mike Kohlhoff

-----Original Message-----
From: Richard Benner [mailto:Bennerr@metro.dst.or.us]
Sent: Monday, September 17, 2007 11:21 AM
To: Kohlhoff, Mike
Cc: Dan Cooper
Subject: Conditions on Addition of Coffee Creek Area to UGB

9/17/07
Mike,
The Council did NOT impose a condition on the addition of the portion of Study Area 49 - the first part of the Coffee Creek area added to the UGB - included by Ordinance No. 02-969B to protect a ROW for the I-5/99W Connector. The Council DID include such a condition on addition of the second portion of the Coffee Creek area in Ordinance No. 04-1040B.

WILSONVILLE PLANNING DIVISION
Legislative
AMENDED STAFF REPORT

HEARING DATE: September 17, 2007 ~~(July 16, 2007 first hearing)~~

DATE OF REPORT: **Amended** ~~July 6, 2007 (revised for Sept. 17, 2007 Council meeting)~~September 17, 2007

APPLICATION NO: LP07-0001

REQUEST: Adoption of the Coffee Creek Master Plan as a sub-element of the Comprehensive Plan.

LOCATION: The area is generally bound by Day Road and the Coffee Creek Correctional Facility on the north, the Portland and Western Railroad to the west and south, and the existing city limits to the east.

APPLICANT: City of Wilsonville

STAFF REVIEWER: Chris Neamtzu AICP, Long-Range Planning Manager

CRITERIA:

Wilsonville Comprehensive Plan:

Plan Amendments
Citizen Participation:
Goal 1.1
Policy 1.1.1
Implementation Measures 1.1.1a – 1.1.1h
Urban Growth Management:
Policy 2.2.1
Implementation Measures 2.2.1a – 2.2.1h
Public Facilities and Services:
Goal 3.1
Implementation Measures 3.1.1.a, 3.1.1d.
Policy 3.1.2, Policy 3.1.3
Implementation Measures 3.1.3a – 3.1.3c
Implementation Measures 3.1.4e, 3.1.4f
Implementation Measure 3.1.5e
Implementation Measures 3.1.6c, 3.1.6k, 3.1.6p, 3.1.6t
Implementation Measures 3.1.7d, 3.1.7e, 3.1.7f, 3.1.7g, 3.1.7h, 3.1.7n
Implementation Measures 3.1.11b, 3.1.11i
Land Use and Development:
Implementation Measure 4.1.1e

Policy 4.1.3.

Planning and Land Development Ordinance:

Section 4.198. Comprehensive Plan Amendments.

Statewide Planning Goals:

Goal 1- Citizen Involvement.
Goal 2-Land-Use Planning.
Goal 5-Natural Resources.
Goal 6-Air, Water and Land Resources.
Goal 8-Recreational Needs.
Goal 9-Economic Development.
Goal 11-Public Facilities and Services
Goal 12-Transportation.
Goal 13-Energy Conservation
Goal 14-Urbanization

Metro

2040 Plan.
Urban Growth Management Functional Plan. Titles 1, 4, 8 and 11.

SUMMARY:

On May 16, 2007 the Planning Commission conducted a special public hearing to review the Coffee Creek Master Plan, and forwarded a recommendation of approval to the City Council with no changes. There was verbal and written (Exhibit 20) testimony provided by Ms. Doris Wehler, Wilsonville Chamber of Commerce President Elect, in favor of the Master Plan. No other testimony was received at the public hearing. Please refer to the list on page 13 of this staff report for a complete list of exhibits entered into the record at the Planning Commission public hearing on the Coffee Creek Master Plan. The entire Planning Commission record is included with your packet materials.

Following the public hearing, another letter was received from Kathy Lehtola, Director of Land Use and Transportation for Washington County (dated June 4, 2007-Exhibit 24). Ms. Lehtola's letter makes several specific requests if the City proceeds with adoption of the Coffee Creek Master Plan. The requests include reservation of "extensive right-of-way along roadways within the study area." Other requests include at a minimum, reservation of a seven lane section along Graham's Ferry Road and Boones Ferry Road, plus a five lane section along Clutter and Day. Additionally, Washington County requests the City require 500' left turn pockets, and 500' right turn lanes at all signalized or potentially signalized intersections within the study area. It is important to note that the widths of streets requested by Washington County are not supported by the Master Plan traffic data and modeling that has been done for the project. Furthermore, the requested street widths are not supported by the City's acknowledged TSP and would create street cross sections that are too wide jeopardizing livability.

Staff believes that these requests are unwarranted given the preferred alignments for the I-5/99W corridor study, none of which are located in the Coffee Creek I planning area. Once a final decision on the alignment of the Connector is made by the various technical committees and elected officials, any necessary revisions or amendments could be made to the Coffee Creek Master Plan to address conflicts or concerns. Until such information is available, over sizing of roads and reserving excessive rights-of-way is unnecessary and not proposed by Staff. Informal discussions with policy makers indicate that the City is not willing to accommodate such requests in the Coffee Creek area as part of Master Plan adoption.

Attached are correspondence (Exhibits 21, 22 and 23) from Sandi Young, Planning Director to Washington County and the cities of Sherwood and Tualatin regarding adoption of the Coffee Creek Master Plan. Generally, the letters discuss the lengthy process that needs to be gone through leading to ultimate development of this area. The process requires aggregating parcels into larger contiguous properties, entering into development agreements to understand the proportionate infrastructure related costs, and obtaining land use approval from the Development Review Board for Stage I/II, site design review, annexation and zone change requests. In addition, the Code needs to be updated to include the Day Road architectural design overlay and other infrastructure master plans will require revisiting. In the most compressed timeframe, this will take 8 – 12 months, at which time it is hoped that there will be final decision on the preferred connector route. If by chance the preferred connector route impacts the Coffee Creek Master Plan area, the Plan will be re-evaluated and adjusted accordingly.

ODOT Senior Planner Marah Danielson submitted a letter into the record (Exhibit 19) that raised concerns about one of the DKS recommendations contained in Technical Memorandum #2 dated May 2, 2007. Specifically, it was related to the recommendation to re-stripe the northbound left turn pocket on Boones Ferry Road at the Day Road intersection to provide additional capacity. The City's Engineering Division are working with ODOT on a package of improvements to the Boones Ferry Road/95th Avenue/I-5 intersection area as part of the Bryce office building application, and will be working through details as part of those pending current planning land use applications.

RECOMMENDATION:

Staff respectfully recommends that the City Council conduct the public hearing on the Coffee Creek Master Plan and adopt the proposed Ordinance.

BACKGROUND:

The Coffee Creek Master Plan (CCMP) has been developed over the past 16 months under the guidance of consultants (OTAK and DKS Associates), City staff and the Planning Advisory Committee (PAC). The PAC represents broad interests in the area including local government (Washington County, cities of Sherwood and Tualatin), agency representatives (Metro, Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT)), landowners, landowner's representatives, interested individuals, business and development interests. The Master Plan is proposed to be adopted as a sub-element of the City's Comprehensive Plan. No changes to the Comprehensive Plan Map or Zoning Map

are proposed at this time, as those changes will occur on the property owner's initiative and will be accompanied by site specific development proposals in the area. The City received a Transportation and Growth Management (TGM) grant from DLCD and ODOT to fund the consultant's share of costs for this Master Planning effort.

The proposed Plan built on and refined the *Preliminary Urban Reserve Plan - Area 42* Concept Plan (later called Area 49) that was developed in 1998 by the City and their consultants for the same general area in response to the siting of the Coffee Creek Correctional Facility (CCCF). With the extension of infrastructure to serve the CCCF, Area 42 was well positioned for future industrial development in the area.

At the same time as Master Plan development, a Concept Plan was developed for an area extending generally one lot north of Day Road, west of Boones Ferry Road. Neighboring jurisdictions requested that the City delay adoption of the Concept Plan until more is known about the location of the I-5/99W Connector. The City has complied with this request.

ISSUES:

Throughout the Coffee Creek planning process, Washington County, Sherwood and Tualatin have expressed concerns regarding the relationship between this planning effort and the I-5/99W Connector project. The concerns were that the connector route might be located within the planning area, and especially within the area north of Day Road, and that traffic impacts could not be fully evaluated until the location of the connector was determined. Because the city and the region are in need of available industrial lands located near major freight routes, and because Metro Title 11 requires master planning of UGB areas within two years of the time of inclusion within the UGB, the City continued with its planning work, while at the same time remaining aware of the Connector project work.

Midway through the master planning work, Washington County requested additional impact analysis, which the City and their consultants prepared, and which was accepted by Washington County. As the time for public hearings approached, the determination of the Connector location had not been completed, so the city responded to the concerns of its neighboring jurisdictions and separated the adoption processes for the Master Plan area south of Day Road and the Concept Plan area north of Day Road. The most recent Connector siting proposals contain no potential locations in the Master Plan area south of Day Road. However, letters received in response to the public hearing notice for the Planning Commission's May 16 hearing (Exhibits 3, 4, and 13) continue to maintain that direct and/or indirect impacts to the coffee Creek planning area cannot be specifically evaluated until the 99W/I-5 connector planning process has progressed further. The City respectfully disagrees.

Traffic modeling done for both Coffee Creek and for the Connector Project used the same Metro database, which presumed future development of the Coffee Creek area as RSIA industrial. That use will not change, regardless of the location of the connector. The connector is intended to be a limited access highway. Therefore, local and area traffic will continue to use the local street grid as it is recommended to be improved. None of the recommended improvements will preclude any of the currently proposed Connector locations, although further mitigation of

connecting streets may be required as part of any connector project. Therefore, there is no fatal flaw technical basis for requesting that adoption of the Coffee Creek Master Plan for the area south of Day Road be postponed.

Washington County further asserts that they have not given the City authority, via an Urban Growth Management Agreement (UGMA), to plan in the unincorporated area of the County. This assertion is correct. However, the most recent UGMA is dated 1988, and shows the City's planning area as coterminous with the city limits. At that time, there were no Metro UGB lands adjacent to Wilsonville and no reason for the City, as the service provider upon annexation, to be concerned about planning outside the city. The City maintains, as the provider of services within a UGB area following annexation, that cities are the logical entity to prepare the Master Plans for UGB areas. However, staff will need time to address the jurisdictional authority issues that have been raised.

Public Process:

To date, the public involvement process that has been conducted included PAC meetings, a public open house, email correspondence and web site postings throughout the entire process. Five PAC meetings were held: June 15, 2006; August 18, 2006; October 20, 2006; February 16, 2007 and April 6, 2007. These meetings were advertised in the Oregonian and on the City's web site and were open to the public. A public open house was held on September 28, 2006 to review two draft alternatives which proposed slight variations in street networks, paths and architectural overlay areas. Feedback from the community was gathered on the two draft alternatives, and summarized. The two plans were then reviewed in detail by the PAC, and refined into one proposal that blended elements of both recommendations resulting in the Preferred Draft Recommended Master Plan (please see Figure 1 of the Master Plan). The draft recommended master plan was developed through a consensus based approach with the PAC and was discussed at the February 16, 2007 meeting. On March 13, 2007 the parks component of the plan was presented to the Parks and Recreation Advisory Board in a public meeting and on March 14, 2007 and April 11, 2007 the Planning Commission conducted work sessions on the draft Master Plan. On May 16, 2007 the PC forwarded a recommendation of approval of the Plan to the City Council.

To date, five primary tasks with multiple steps have been completed. They include: the establishment of project goals and objectives, overview of existing plans and policies, establishment of evaluation criteria, development of conceptual alternatives, preparation of a technical transportation analysis, creation of an annexation/cost impact report, establishment of an alternatives ranking matrix and development of the draft master plan.

Other Background:

The study area is comprised of approximately 216 acres of land bound to the north by Day Road and the CCCF, to the west and south by the Portland and Western Railroad (P&WRR) tracks and to the east by the existing City limits. The land is mostly located in unincorporated Washington County, with a small triangle (south of Clutter Road) located in Clackamas County (Please refer

to Figure 1 on page 4 of the Master Plan). This land was added to the Metro and City Urban Growth Boundary (UGB) in December of 2002 via Metro Ordinance No. 02-969B.

In 2004, Metro added additional land to the Metro UGB east of the railroad tracks between Day Road and Tualatin's southern boundary, but conditioned future annexation north of Day Road on a decision regarding the preferred location of the future I-5/99W connector route. The 2002 additions did not contain such conditions. Metro's Ordinance No. 04-104B, Exhibit F only pertains only to the area north of Day Road. Metro's conditions require Title 11 planning to occur within two years of this decision point, and also indicate that master planning can occur as long as it incorporates the general location of the connector and the Tonquin Trail per the 2004 Regional Transportation Plan (RTP). The City is proposing to adopt a master plan for the area south of Day Road only.

The Coffee Creek planning effort is being conducted to create a detailed transportation, infrastructure and land use plan for the area consistent with the Regionally Significant Industrial Area (RSIA) designation placed on it by Metro. Staff will follow up adoption of the Coffee Creek Master Plan with proposed amendments to the Development Code, Comprehensive Plan, Transportation Systems Plan and other applicable infrastructure master plans to implement the concepts contained in the Master Plan (Please refer to the May 4, 2007 *Coffee Creek Industrial Area Draft Land Use Code Amendments, Task 7 Memorandum* found in Section I of the Appendix).

Plan Recommendations:

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August 2006. OTAK applied general findings to the draft criteria that were presented to the public at the Open House in September 2006. The results from the preliminary evaluation were presented to the PAC in October 2006, and again in February 2007. During the February PAC meeting, the members discussed how each criterion could be used to make informed decisions regarding the advantages and disadvantages of the alternatives and then identified an overall recommendation for each Goal.

The overall recommendation from the PAC was to prepare a draft Plan that is a "hybrid" combination of Alternatives 1 and 2 as a Preferred Alternative, as illustrated in Figure 1 of the Master Plan. The Preferred Alternative and supporting documentation comprise the proposed Master Plan.

Master Plan Summary:

Goals:

The goals for this master planning effort are:

Goal 1: Consistency with Local, Regional, and State Plans

Ensure that the master/concept plans are consistent with the Metro 2040 PLan, the Urban Growth Management Functional Plan and the City of Wilsonville's Comprehensive Plan

Goal 2: Transportation
Protect the capacity and efficiency of the region's transportation system for the movement of goods and services

Goal 3: Public Facilities
Plan for orderly, economic provision of public facilities and services.

Goal 4: Citizen/Stakeholder Participation
Provide for extensive stakeholder involvement in the planning process

Goal 5: Quality of Development
Maintain high quality industrial development

Staff finds that the process conducted to date has resulted in satisfaction of the project goals by specifically:

- evaluating local, regional and state plans as they relate to this planning effort and documenting compliance (Section C of the Appendix) (Goal 1);
- evaluating the transportation network through existing condition, build and no-build scenarios, and documenting the findings in technical memorandums (Sections E, F and G of Appendix and specifically the May 2, 2007 Coffee Creek Transportation Technical Memorandum #2 prepared by DKS Associates) (Goal 2);
- reviewing and building upon City public facility master plans that strive for orderly provision of public facilities and services (Sections D, E, F and H of the Appendix) (Goal 3);
- conducting a citizen stakeholder process (Goal 4);
- establishing overlays and design guidelines that will ensure maintenance of high quality development (Goal 5).

Land Use:

The area will accommodate light industrial development that is consistent with the City's Planned Development Industrial (PDI-RSIA) zoning designation and the Metro Regionally Significant Industrial Area (RSIA) designation. The permitted uses are comprised primarily of warehouse/distribution, storage, assembly, manufacturing, processing, fabrication, research, industrial services, office complexes (limited to 20% of floor area), technology and corporate headquarters. Retail and commercial uses are limited in RSIA areas, with 3,000 SF being permitted in a single building, and as much as 20,000 SF total permitted in multiple buildings. Prohibited uses are generally those that would violate the performance standards (noise, fallout, vibration etc.) of the zone.

be found on page 15 of the Master Plan. A preliminary list of recommended water system improvements is included in Appendix E and Tables 3 and 4.

A water main transmission line exists along Day Road and Garden Acres Road. The Water Master Plan needs to be updated to reflect more accurate site topography and long-range demand levels based on master plan assumptions. An additional reservoir would be needed at some point to provide adequate peak capacity prior to build-out of the entire project area.

Sewer:

The Coffee Creek Master Plan area is to be served with sanitary sewer by the City of Wilsonville and is reflected as Urban Planning Area 4 (UPA-4) in the City's Sanitary Sewer Master Plan. This area was assumed to include the CCCF and the master plan area. Existing sanitary sewer lines are located to the south of the CCCF, and traverse east across Grahams Ferry Road to Garden Acres Road eventually following the P&WRR.

Additional information regarding proposed sanitary sewer capital improvements necessary to serve the area can be found on page 16 of the Master Plan as well as in Sections E and F of the Appendix. It should be noted that the City's Sewer Master Plan includes the master plan area in the hydraulic modeling and long range CIP. Site survey work will be needed to update the sewer system model to determine more accurate on and off site sewer system improvements and trunk line size/location, pump station requirements and costs.

Storm:

The master plan area is located in the Coffee Creek watershed. Basalt Creek drains from Tualatin south along the east side of the study area into the Coffee Creek wetlands. The Wilsonville Stormwater Master Plan (2001) and this plan identify potential regional detention facilities in the planning area. These facilities would provide effective water pollution control. The City's standards also require stormwater to be detained and treated on-site in localized detention ponds as well as cleansed through facilities such as bio-swales.

The CCMP proposes the utilization of "green streets" which are unique facilities that allow the street surface run-off to be treated in grassy swales adjacent to the street section (Please refer to Figure 5 on page 22 of the Master Plan). Green streets are proposed as a concept for both Kinsman and Graham Ferry Roads. The TSP would need to be modified to allow for the green street concept to be utilized.

It is also recommended that the City conduct a Basalt Creek and Coffee Creek sub-basin analysis to better define existing stormwater events and flooding related issues. Future development should be modeled to ascertain the likely impacts of development and to identify the impacts of beneficial stormwater design standards. Additional information regarding stormwater management can be found in Appendix F.

Parks:

On March 13, 2007 the draft master plan was presented to the Parks and Recreation Advisory Board. The Board reviewed the materials and preferred alternatives and provided the Planning Commission with a recommendation of approval with small adjustments to the location of one of the waysides, particularly the one at the terminus of Clutter Rd. The Board recommended that this wayside be moved north to orient with the new northern alignment of this street.

Park Facilities Recommendations:

The Draft Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning

...a comprehensive and interrelated system of parks, recreation, and natural areas, that:

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the industrial area and existing parks.

Northwest Industrial Area: *Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the City's workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)*

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one identified park improvement shown in Figure 1, which is listed in the Parks and Recreation Plan as "P12 Industrial Area Waysides."

P12 Industrial Area Waysides (Excerpt from the Parks and Recreation Master Plan)

Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 2 depicts potential wayside locations in this area. Recommendations for the waysides include:

1. *In this area, waysides should be provided within about ¼-mile of employees.*
2. *As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.*
3. *Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.*

Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).

Recommended long range parks and trails include:

- Kinsman Road Green Street Improvement (with parallel bike lanes/sidewalks)
- Grahams Ferry Road Green Street Improvements (with parallel bike lanes/sidewalks)
- Commerce Circle to Kinsman Road pathway connection (estimated capital cost of $270,000)
- Construction of three new waysides south of Day Road (estimated capital cost of $60,000)
- Construction of one new wayside north of Day Road (estimated capital cost of $20,000)
- Basalt Creek trail north of Day Road (estimated cost of $90,000)
- BPA Powerline Easement Trail (to be dedicated for public use by private developers)
- Metro Tonquin Regional Trail (to be constructed and maintained by Metro)

Trails:

The recently adopted Bicycle and Pedestrian Master Plan (2006) contains a number of community walkways/pathways and the regional Tonquin Trail within the study area. The CCMP is generally consistent with the City's Bicycle and Pedestrian Master Plan. The CCMP contains both on and off-street trail, sidewalk and bikeway connections. On-street facilities are proposed along Grahams Ferry Road, Kinsman Road, Clutter and Clay Street. An off street section is proposed to connect Commerce Circle in the city to the future Kinsman Road extension as well as the Tonquin Trail which is envisioned to follow the P&WRR connecting north to the cities of Tualatin and Sherwood.

Significant Resource Overlay Zone (SROZ):

The City's adopted Goal 5 inventory map contained a 3.65 acre upland forest (Site ID # URA#42U3) north of the Allied Waste facility. The adopted map was intended to contain natural resources that were locally significant according to defined standards. This area was mapped as part of the Goal 5 inventory process.

Representatives of Allied Waste have requested that the area be re-evaluated to determine if the area meets the significance criteria established as part of the citywide Goal 5 process conducted from 1999-2001. As part of this request, Staff enlisted the assistance of Mirth Walker, wetland and wildlife scientist with SWCA Environmental Consultants to evaluate the resource values of the site and determine if it meets the significance criteria established for Goal 5 upland natural resources in the City (Please refer to the analysis prepared by Mirth Walker of SWCA Consultants-Exhibit 10). Ms. Walker was the consultant used for the 1998 local wetlands and riparian corridor inventory and the 1999-2001 Goal 5 update. Ms. Walker conducted an on-site survey of the wooded area with Natural Resource Program Manager Kerry Rappold and applied the established criteria. Her findings are that the site does not contain locally significant natural resource values as it did not rate "high" in any of the upland habitat functions. As a result of these findings, Staff is proposing that site URA#42U3 be removed from the Goal 5 regulated map.

EXHIBITS

Additional Exhibits:

Exhibit 24: Letter dated June 4, 2007 from Kathy Lehtola, Washington County Director of Land Use and Transportation to Sandi Young, Planning Director

Exhibit 23: Letter dated May 31, 2007 from Sandi Young, Planning Director to Kathy Lehtola, Washington County Director of Land Use and Transportation

Exhibit 22: Letter dated May 31, 2007 from Sandi Young, Planning Director to Robert Dixon, Community Development Director for the City of Sherwood

Exhibit 21: Letter dated May 31, 2007 from Sandi Young, Planning Director to Douglas Rux, Community Development Director for the City of Tualatin

Distributed at the May 16, 2007 Planning Commission Public Hearing:

Exhibit 20: Written "Testimony of Doris Wehler, President-elect, before the City of Wilsonville Planning Commission regarding Coffee Creek Master Plan.

Exhibit 19: Letter dated May 16, 2007, from Mara Danielson of ODOT, to Sandi Young.

Exhibit 18: Letter dated May 15, 2007, from Rob Dixon, Sherwood Community Development Director; to Sandi Young, Planning Director; regarding Coffee Creek Master Plan.

Exhibit 17: Memo dated May 16, 2007; from Kerry Rappold, Natural Resources Program Manager; regarding SROZ Map (Exhibit 10) Correction – Upland Forest on Allied Waste Property.

Exhibit 16: Letter dated May 14, 2007; from Andy Cotugno, Metro Planning Director; to Sandi Young, Planning Director.

Exhibit 15: Paper Copy of PowerPoint Presentation dated May 16, 2007

Exhibit 14: A map showing, "Potential Certified Industrial Site Candidates"

Staff Report for the May 16, 2007 Planning Commission Public Hearing, including:

Exhibit 13: A letter dated May 8, 2007, from Douglas Rux of Tualatin, regarding Coffee Creek Master Plan

Exhibit 12 *Preliminary Urban Reserve Plan Area 42*, June 1998 (This large document is located in the Planning Division)

Exhibit 11: *North Wilsonville Industrial Area Proposed Concept Plan*, dated June 12, 1998 (This large document is located in the Planning Division)

Exhibit 10: A memorandum dated April 17, 2007, from C. Mirth Walker of SWCA Environmental Consultants, to Kerry Rappold, regarding Willamette Resources Site Visit – URA #42 U3, with attached:

* City of Wilsonville Natural Resource Inventory Upland Summary Sheet
* City of Wilsonville Natural Resource Function Rating Matrix – Upland Natural Resource Areas Only, By Site Number
* City of Wilsonville Natural Resource Function Rating Matrix – Wetlands and Associated Upland Natural Resource Areas.

Exhibit 9: Metro Partial Ordinance No. 04-1040B

Exhibit 8: Metro Ordinance No. 02-969B

Exhibit 7: An email dated May 4, 2007, from Darren Pennington, regarding Testimony re: LP07-0001 Coffee Creek Industrial Area Master Plan.

Exhibit 6: Paper copy of PowerPoint presentation shown, "Coffee Creek Master Plan, Planning Commission, April 11, 2007."

Exhibit 5: An email dated April 11, 2007, from Terry N. Tolls, regarding Coffee Creek Master Plan – As last viewed at the Friday, April 6, 2007, Advisory Committee meeting with attached:

* Fidelity National Title Company property information

Exhibit 4: A letter dated April 9, 2007, to Sandi Young, from Sherwood Community Development Director Robert A. Dixon, regarding Coffee Creek Master Plan.

Exhibit 3: A letter dated March 7, 2007, to Sandi Young, from Kathy Lehtola of Washington County.

Exhibit 2: Internet pages regarding the I-5 to 99W Connector Project.

Exhibit 1: Draft Coffee Creek Master Plan, dated April 23, 2007, with Appendices dated March 30, 2007. (This large document is located in the Planning Division)

CONCLUSIONARY FINDINGS:

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

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

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

Response: The public and PAC process has been an inclusive public involvement process that was intended to engage the community in a meaningful way, using a consensus based approach to reach the draft recommended master plan concept. The PAC meetings have been open to the public and the City's web site has been updated regularly to allow interested parties to follow the process and comment without attending any meetings. The public forum in September 2006 was very well attended by property owners and/or their representatives, as well as abutting owners and jurisdictions. The Parks Board and Planning Commission work sessions have provided additional opportunity for the public to be involved as do the public hearings with the Planning Commission and City Council. **These criteria are satisfied.**

Implementation Measure 1.1.1.b *Support the Planning Commission as the City's official Citizens Involvement Organization with regular, open, public meetings in which planning issues and projects of special concern to the City are discussed and resultant recommendations and resolutions are recorded and regularly reported to the City Council, City staff, and local newspapers. The Planning Commission may schedule special public meetings as the Commission deems necessary and appropriate to carry out its responsibilities as the Committee for Citizen Involvement.*

Response: The Planning Commission meets on the second Wednesday of every month. There have been two public work sessions on the draft master plan, March 14, 2007 and April 11, 2007 and a public hearing on May 16, 2007 was another open public meeting on the Master Plan. The City Council hearing on July 16, 2007 is yet another opportunity. **This criterion is satisfied.**

Implementation Measure 1.1.1.c *Support the Planning Commission as the Committee for Citizen Involvement, which assists City Officials with task forces for gathering information, sponsoring public meetings and/or evaluating proposals on special projects relating to land use and civic issues, when requested by officials or indicated by community need.*

Implementation Measure 1.1.1.d *Support the Planning Commission as a public Citizens Involvement Organization which assists elected and appointed City Officials in communicating*

information to the public regarding land use and other community issues. Examples of ways in which the Commission may accomplish this include conducting workshops or special meetings.

Response: The plan development and public review process are supportive of the Planning Commission in its role as the CCI. Both work sessions and special meetings have been held on the Coffee Creek Master Plan. **These criteria are satisfied.**

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

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

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

Response: The inclusive public process has resulted in coordination with all of the above citizen groups. Representatives of the PAC also represent the broad cross section of interests that this measure encourages to be coordinated with. **These criteria are met.**

Implementation Measure 1.1.1.g *The Planning Commission will continue to conduct three different kinds of meetings, all of which are open to the public. Whenever feasible and practical, and time allows, the Commission and staff will conduct additional informal meetings to gather public suggestions prior to drafting formal documents for public hearings. The different kinds of meetings conducted by the Commission will include:*

1. *Public hearings;*
2. *Work sessions and other meetings during which citizen input is limited in order to assure that the Commission has ample time to complete the work that is pending; and*
3. *Informal work sessions and other meetings during which the general public is invited to sit with the Commission and play an interactive part in discussions. These sessions are intended to provide an open and informal exchange of ideas among the members of the general public and the Commissioners. Such meetings will happen at least two or three times each year.*

Response: Work sessions and public hearings are being conducted as part of the adoption process for the Coffee Creek Master Plan. **This criterion is satisfied.**

Implementation Measure 1.1.1.h *In preparing public notices for Planning Commission meetings, the staff will clarify whether the meeting will involve a public hearing and/or a work session.*

Response: The public hearing notice that was mailed out by City staff clearly states that a public hearing was being conducted on the Coffee Creek Master Plan. **This criterion is satisfied.**

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

Response: The Coffee Creek Master Plan is for approximately 216 acres of future RSIA industrial land that was added to the City's UGB in 2002 by Metro. The plan represents one of the first steps in what will be the eventual industrial urbanization of the study area **satisfying the above applicable plan criteria**.

Implementation Measure 2.2.1.a. *Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.*

Response: Adoption of the master plan will be one of the first steps in what will lead to annexation and industrial development in the Coffee Creek area. Following the adoption of the CCMP, amendments to other City infrastructure master plans such as the TSP will need to be completed and a full understanding of the cost implications of serving new development worked through, as well as agreements established regarding what parties will pay for what portions of the infrastructure necessary to serve the area. This criterion will be evaluated in more detail at a later stage in the land use process.

Implementation Measure 2.2.1.b *The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.*

1. *The City of Wilsonville shall comply with the provisions of the Metro Urban Growth Management Functional Plan, unless an exception to the requirements is granted as provided in that Functional Plan.*
2. *The City shall comply with the provisions of Metro's Urban Growth Management Functional Plan, as long as that compliance does not violate federal or state law, including Statewide Planning Goals.*
3. *The City of Wilsonville recognizes that green corridors as described in the 2040 Growth Concept are critical to interurban connectivity. If the City at some future date annexes an area that includes a Metro-designated green corridor, it will be the City's policy to do the following.*
    a. *Control access to the transportation facility within the green corridor to maintain the function, capacity and level of service of the facility and to enhance safety and minimize development pressures on rural reserve areas; and*
    b. *Provide adequate screening and buffering to adjacent development and limit signage in such a way as to maintain the rural character of the green corridor.*

[Implementation Measure 2.2.1.b(3) added per Ordinance 549, October 21, 2002.]

Response: Adoption of the CCMP will support the purpose statement of Title 4 and the RSIA designation of the UGMFP. There are no green corridors on the Functional Plan map for the CCMP area. **This criterion is satisfied.**

Implementation Measure 2.2.1.c *In conjunction with Metro, Washington County, and Clackamas County, the City shall periodically review and recommend revisions to the Urban Growth Boundary containing buildable land of a quality and quantity adequate to meet urban growth needs for twenty years.*

Response: The CCMP area was added to the City's UGB in 2002 with support from the region, including Metro and Washington County. This area was added specifically for RSIA/industrial development purposes, and will provide much needed jobs and economic development for the region. **This criterion is satisfied.**

Implementation Measure 2.2.1.d *The City shall review all proposed UGB and urban reserve amendments in the Wilsonville area for conformance with Wilsonville's Comprehensive Plan.*

Response: This staff report and the findings of fact contained in the Master Plan demonstrate compliance with the applicable sections of the City's Comprehensive Plan. **This criterion is satisfied.**

Implementation Measure 2.2.1.e *Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:*

1. *Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.*
2. *Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.*
3. *Statewide Planning Goals.*
4. *Applicable Metro Plans.*
5. *Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.*

Response: Adoption of the CCMP will not result in adjustments to the city limits and is not an annexation procedure. Staff will evaluate this Plan criterion at the time annexation is proposed and a site specific development proposal provided. **This criterion is not applicable at this time.**

Implementation Measure 2.2.1.f *Washington and Clackamas Counties have agreed that no new lots shall be created outside the City and within the Urban Growth Boundary that contain less than ten acres. Development of existing lots of record and newly created lots of 10 or more acres shall be limited to single-family dwellings, agricultural activities, accessory uses which are directly related to the primary residential or agricultural use and necessary public and semi-public uses. (Note that this Implementation Measure may need to be revised after the State has completed pending revisions to Statewide Planning Goal 14.)*

Response: No new lots are proposed as part of adoption of the Coffee Creek Master Plan. **This criterion does not apply.**

Implementation Measure 2.2.1.g *Urban sanitary sewer and water service shall not be extended outside the City limits, with the following exceptions:*

1. *Where an immediate demonstrable threat to the public health exists, as a direct result of the lack of the service in question.*
2. *Where a Governmental agency is providing a vital service to the City; or*
3. *Where it is reasonable to assume that the subject area will be annexed to the City within a reasonable period of time.*

Response: The CCMP does not propose the extension of urban services outside of the city limits. **This criterion does not apply to adoption of the Master Plan.**

Implementation Measure 2.2.1.h *To assure consistency between Comprehensive Plans and establish the City's interest in the area, the City shall jointly adopt dual interest area agreements with Washington and Clackamas Counties for comprehensive planning of the land outside the City and within the UGB and the Wilsonville planning area.*

Response: The City has urban growth management agreements and urban planning area agreements that address geographic areas called dual interest areas. Both of the agreements (Clackamas and Washington Counties) need to be updated and are a part of the City's periodic review work program. Conflicts have been raised by Washington County regarding the City's agreement with them, regarding authority to plan the area. Discussions will need to occur to resolve this issue.

Public Facilities and Services: Goal 3.1: *To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services*

Response: The Appendix to the Master Plan contains an infrastructure analysis as well as an annexation/cost impact report that begins to lay the groundwork for understanding the cost of providing upgrades to that infrastructure. The CCMP supports the Comprehensive Plan goal of assuring good quality public facilities with adequate capacity while not exceeding the community commitment to provide such infrastructure. **This goal is supported by the Master Plan.**

Implementation Measure 3.1.1.a: *The City will continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan.*

Response: The CCMP appendix (Section I) contains a memorandum from Todd Chase of OTAK to Sandi Young, Planning Director outlining recommended amendments to City codes and master plans necessary to implement the CCMP. **This criterion is met.**

Implementation Measure 3.1.1d: *The City shall periodically review and, where necessary, update its development densities indicated in the land use element of the Plan, based on the capacity of existing or planned services and/or facilities.*

Response: Housing is not proposed in the CCMP therefore, this code criterion does not apply. Employment densities are applicable, and the area will target the RSIA employment goals per acre.

Policy 3.1.2: *The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).*

Response: The CCMP begins the coordination of infrastructure that is necessary to ultimately serve the area for industrial development purposes. **This criterion is met.**

Policy 3.1.3: *The City of Wilsonville shall take steps to assure that the parties causing a need for expanded facilities and services, or those benefiting from such facilities and services, pay for them.*

Response: The City's development agreement and land use process assure that the development community pays its fair share of necessary public infrastructure improvements to serve private development. **This criterion does not apply to the proposal.**

Implementation Measure 3.1.3.a: *Developers will continue to be required to pay for demands placed on public facilities/services that are directly related to their developments. The City may establish and collect systems development charges (SDC's) for any or all public facilities/services, as allowed by law. An individual exception to this standard may be justified, or SDC credits given, when a proposed development is found to result in public benefits that warrant public investment to support the development.*

Response: The above level of detail will be negotiated as part of the development agreement and entitlement process, which follows master plan adoption. **This criterion does not apply to the adoption of a master plan.**

Implementation Measure 3.1.3.b: *The City will continue to prepare and implement a rolling five-year Capital Improvement Program, with annual funding decisions made as part of the municipal budget process.*

Response: The adoption of the CCMP will not affect the City's preparation of a rolling 5 year CIP. Projects from the CCMP will ultimately end up in the CIP as part of the development of the area. **This criterion is met.**

Implementation Measure 3.1.3.c: *The City shall continue to employ pay-back agreements, development agreements, and other creative solutions for facilities that are over-sized or extended from off-site at the expense of only some of the benefited properties.*

Response: How the development of public infrastructure for the CCMP area is financed is a detail that has yet to be determined. The CCMP does not preclude the utilization of pay back agreements, development agreements or other creative financing necessary to fund infrastructure development. **This criterion is not in conflict with the Plan.**

Implementation Measure 3.1.4.e: *The City shall continue to require all urban level development to be served by the City's sanitary sewer system.*

Response: The CCMP proposes to serve the development area with city services, including sanitary sewer. **This criterion is met.**

Implementation Measure 3.1.4.f: *The cost of all line extensions and individual services shall be the responsibility of the developer and/or property owners(s) seeking service. When a major line is to be extended, the City may authorize and administer formation of a Local Improvement District (LID). All line extensions shall conform to the City Sanitary Sewer Collection System Master Plan, urbanization policies, and Public Works Standards.*

Response: The CCMP does not propose to alter the method of payment for infrastructure, particularly line extensions for sewer. **The Plan is not in conflict with this code criterion.**

Implementation Measure 3.1.5e: *The City shall continue to use its Capital Improvements Program to plan and schedule major water system improvements needed to serve continued development (e.g., additional water treatment plant expansions, transmission mains, wells, pumps and reservoirs).*

Response: The Water Master Plan includes a capital projects schedule. Projects are included in the CIP according to the guidance of the WMP. **The CCMP supports this code criterion.**

Implementation Measure 3.1.6c: *All streets shall be designed and developed in accordance with the Master Plan and street standards, except that the Development Review Board or City Council may approve specific modifications through the planned development*

process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.

Response: The CCMP includes proposed street improvements and the estimated costs thereof. The proposed street classifications and the specific proposed projects are consistent with those portions of the same streets included in the City's existing TSP. For example, the proposed extension of Kinsman is consistent in classification and proposed project cross-sections with portions of Kinsman in the existing TSP. The range of street cross-sections in the existing TSP all require at least two travel lanes and are adequate for emergency vehicle access and circulation. **The Plan is not in conflict with this criterion.**

Implementation Measure 3.1.6k: *Individual developments shall be responsible for providing all collector and local streets. However, there may be cases where collector streets are found to benefit the entire community to a degree that warrants public participation in funding those collector streets. Developers and property owners of developing property shall also collectively assume the responsibility for providing "extra capacity" to the existing street system. To insure development of an adequate street system, the City shall collect a Systems Development Charge as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.*

Response: The CCMP assumes the collection of SDC's, and the inclusion of SDC's as part of the funding of, or credit for, street improvements which provide benefits beyond the immediate development being served. **This criterion is supported by the Plan.**

Implementation Measure 3.1.6p: *The City recognizes the value of the railroad to industrial growth in Wilsonville, and will encourage the railroad and the State of Oregon to maintain quality service and provide needed improvements, rail crossings and signalization, etc. System expansion to accommodate commuter rail service shall be strongly encouraged.*

Response: Ultimate development of the area could result in spur connections to the adjacent rail line. The market will determine the feasibility of these types of connections. There are no railroad crossings proposed in the Plan. **The Plan is not in conflict with the above criterion.**

Implementation Measure 3.1.6t: *The Bicycle and Pedestrian Master Plan identifies the general alignment of primary routes for pedestrian and bicycle travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers throughout the City. The system has been coordinated with pathways planned in adjacent jurisdictions to allow for regional travel.*

Response: The proposed bicycle and pedestrian network is consistent with the recently adopted Bicycle and Pedestrian Master Plan. **This criterion is supported by the CCMP.**

Implementation Measure 3.1.7.d: *Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space. The integrity of these drainage ways shall be maintained as development occurs. Where possible, on-site drainage systems will be designed to complement natural drainage ways and designated open space to create an attractive appearance and will be protected by conservation, utility, or inundation easements. Alteration of minor drainage ways may be allowed provided that such alterations do not adversely impact stream flows and in-stream water quality of the major drainage ways and provide for more efficient use of the land. Such alteration must be approved by the City. Remnant creek channels, which previously carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways. Where a remnant creek channel is found to provide unique habitat value without being a riparian zone, and that habitat value would actually be diminished through the re-introduction of storm water, alternate methods of conveying the storm water will be considered and, if feasible, used.*

Response: The Basalt Creek drainage way is proposed to convey the treated and detained stormwater flows from the development area and would incorporate open space into the area. The concept for "green streets" along Kinsman will assist in satisfying this implementation measure. **The CCMP is consistent with the Plan criterion.**

Implementation Measure 3.1.7.e: *Existing culverted or piped drainage ways will be "daylighted" (converted from underground to surface facilities) when doing so will help to achieve the City's goals for storm drainage without overly conflicting with development.*

Response: The CCMP does not propose the day lighting of culverted drainage ways. **This criterion does not apply to adoption of the CCMP.**

Implementation Measure 3.1.7.f: *Conversion of existing swales or drainage ways to culverted or piped systems shall be permitted only where the City Engineer determines that there is no other reasonable site development option. See Option A, above.*

Response: The CCMP does not propose to culvert existing swales or drainage ways. Subsequent amendments to the Stormwater Master Plan will evaluate the Basalt Creek sub-basin drainage pattern of the area, and recommendations could arise from those studies. **This criterion does not apply to the adoption of the CCMP.**

Implementation Measure 3.1.7.g: *Conversion of existing meandering swales or drainage ways to linear ditches shall be permitted only when the City Engineer determines that there is no other reasonable site development option.*

Response: The Plan does not propose the conversion of meandering swales or drainage ways to linear ditches. **This criterion does not apply to the adoption of the CCMP.**

Implementation Measure 3.1.7.h: *Open drainage ways may be used to meet a portion of the landscaping and open space requirements for developments, provided that they meet the design requirements of the Development Review Board.*

Response: Open space and landscaping percentages are calculated at the time a site specific development proposal is brought forward. The CCMP proposes the preservation of the Basalt Creek drainage which is protected through the SROZ, implementing Title 3 of Metro's UGMFP. **The CCMP provides the framework for this criterion to be implemented at the development stage.**

Implementation Measure 3.1.7n: *Wilsonville has established a single-storm drainage runoff standard that is applied throughout the City. That standard requires developers to plan for at least a 25-year storm event. However, the differences in the natural characteristics of the Boeckman Creek and Seely Ditch Basins and their sub-area basins will require developers and their engineers to plan for different types of detention or retention facilities in one basin than would be used in another. The appropriate criteria will be established and implemented through the City's Public Works Standards.*

Response: The CCMP proposes stormwater standards that are consistent with City standards. **This criterion is supported by the Plan.**

Implementation Measure 3.1.11b: *Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.*

Response: The parks and recreation improvements contain waysides as well as trail connections offering employees a balance of possible active and passive recreational opportunities. **This criterion is supported by the CCMP.**

Implementation Measure 3.1.11i: *Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.*

Response: Preservation of the SROZ areas in the study area provide the framework for limited access natural areas, and when combined with the trail network offer connectivity between natural areas both in the study area as well as outside of the area. **This criterion is generally supported by the CCMP.**

Land Use and Development: Implementation Measure 4.1.1e: *The City shall protect existing and planned industrial and commercial lands from incompatible land uses, and will attempt to minimize deterrents to desired industrial and commercial development.*

Response: The proposal for light industrial development consistent with the City's PDI zone and the RSIA designation will provide for compatible industrial development to the adjacent existing industrial area to the east. **This criterion is supported by the CCMP.**

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

Response: The CCMP proposed light industrial development consistent with the performance standards of the zone, which generally results in compatibility with residential and urban levels of development. **This criterion is supported by the CCMP.**

Planning and Land Development Ordinance:

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

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

A. That the proposed amendment meets a public need that has been identified;

B. That the proposed amendment meets the identified public need at least as well as any other amendment or change that could reasonably be made;

C. That the proposed amendment supports applicable Statewide Planning Goals, or a Goal exception has been found to be appropriate; and

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

Response: The proposed adoption of the Coffee Creek Master Plan will ultimately result in industrial development, providing economic benefits and living wage jobs, which are critical to the long term economic climate of the area and the region. This is a stated public need. The addition of the area to the City's UGB was specifically to support Title 4 of the UGMFP and the RSIA designation, provide available serviceable industrial land close to the interstate highway system, and to meet state requirements for available industrial land and regional commitments regarding creation of jobs and industrial development. The CCMP is consistent with Metro Ordinance No. 02-969B, Exhibit F, which speaks in detail to the importance of the RSIA designation to the region. Through the lengthy process of amending the UGB and due to the proximity to I-5, this area meets the public need for providing industrial land. The applicable statewide planning goals are supported by this proposal, and adoption of the Master Plan does not result in conflicts with portions of the Comprehensive Plan not being amended as is demonstrated in this staff report. **The above criteria are satisfied.**

Statewide Planning Goals:

Goal 1: Citizen Involvement: *It is the purpose of this Goal to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Response: Development of the CCMP was an inclusive process that was designed to engage a broad cross section of citizens. Throughout the 16 month process there have been numerous opportunities for the public to participate in development of the Plan. The public involvement process that has been conducted included PAC meetings, a public open house, email

correspondence and web site postings. The PAC included representatives of Washington County, Sherwood, Tualatin, Metro, ODOT, DLCD as well as property owners within and abutting the master planning area. Five PAC meetings were held: June 15, 2006; August 18, 2006; October 20, 2006; February 16, 2007 and April 6, 2007. These meetings were advertised in the Oregonian and on the City's web site and open to the public. A public open house was held on September 28, 2006 to review two draft alternatives which proposed slight variations in street networks, paths and architectural overlay areas. Feedback from the community was gathered on the two draft alternatives, and summarized. The two plans were then reviewed in detail by the PAC, and refined into one proposal that blended elements of both recommendations resulting in the preferred draft recommended master plan (please see Figure 1 of the Master Plan). The draft recommended master plan was developed through a consensus based approach with the public and the PAC and was discussed at the February 16, 2007 meeting. On March 13, 2007 the parks component of the plan was presented to the Parks and Recreation Advisory Board in a public meeting and on March 14, 2007 and April 11, 2007 the Planning Commission conducted work sessions on the draft Master Plan and on May 16, 2007 a public hearing was conducted and a recommendation of approval forwarded to the City Council. **The public process that has been conducted satisfies the intent of Goal 1-Citizen Involvement.**

Goal 2: Land Use Planning: *It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

Response: Washington County has raised concerns regarding compliance with Goal 2 as it relates to coordination of Comprehensive Plans (ORS 197.015(6)). The 16 month long inclusive public process was intended to gather information from all levels of local government, as well as citizens in the area, and the City strived very hard to consider and accommodate a wide variety of issues and respond accordingly as they arose. This is evidenced throughout the process and the adjustments that have been made. **It is Staff's professional opinion that the intent of Goal 2 has been satisfied as part of the Master Plan development process.**

Goal 5-Natural Resources: *Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.*

Response: The City's Goal 5 inventory included the Coffee Creek area. The Basalt Creek drainage is a significant natural resource and is proposed to be protected. The City's adopted Goal 5 inventory map contained a 3.65 acre upland forest (Site ID # URA#42U3) north of the Allied Waste facility. The adopted map was intended to contain natural resources that were locally significant according to defined standards. This area was mapped as part of the Goal 5 inventory process.

Representatives of Allied Waste have requested that the area be re-evaluated to determine if the area meets the significance criteria established as part of the citywide Goal 5 process conducted from 1999-2001. As part of this request, Staff enlisted the assistance of Mirth

Walker, wetland and wildlife scientist with SWCA Environmental Consultants to evaluate the resource values of the site and determine if it meets the significance criteria established for Goal 5 upland natural resources in the city (Please refer to Exhibit 10). Ms. Walker was the consultant used for the 1998 local wetlands and riparian corridor inventory and the 1999-2001 Goal 5 update. Ms. Walker conducted an on-site survey of the wooded area and applied the established criteria. Her findings are that the site does not contain locally significant natural resource values as it did not rate "high" in any of the upland habitat functions. As a result of these findings, Staff is proposing that site URA#42U3 be removed from the Goal 5 regulated map. **This criterion is satisfied.**

Goal 6-Air, Water and Land Resources: *This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.*

Response: The CCMP proposes uses that are primarily light industrial in nature. Heavy industry that typically produces pollution would not be permitted as they would likely violate the performance standards of the PDI zone. Water quality could be improved through on site detention facilities, as well as the green streets concepts that are proposed. Overall, the CCMP does not propose any land uses that would be in conflict with state, federal regulations regarding environmental protection. **This Plan is consistent with the intent and mission of Goal 6.**

Goal 8: Recreational Needs: *It is the purpose of this Goal to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.*

Response: The CCMP proposes trails, sidewalks, bikeways and wayside parks. All of these recreational amenities will enhance recreational opportunities in the project area. **The CCMP supports and is consistent with Goal 8.**

Goal 9-Economic Development: *It is the purpose of this Goal to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.*

Response: The CCMP has been developed to allow the City to provide opportunities for industrial development consistent with the 2040 Plan. The very intent of the CCMP is to promote economic development. Due to the limited amount of available industrial land in the City and around the region, adoption of the Plan is critical to promote continued economic development, especially within the critical I-5 corridor. In addition, the RSIA designation, of which there is little in the SW Metro area, increases the importance of moving the master plan forward. **The CCMP is consistent with the intent and purpose of Goal 9.**

Goal 11-Public Facilities and Services: *It is the purpose of this Goal to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Response: The CCMP analyzes the City's major infrastructure master plans, and makes a series of recommendations resulting in modifications necessary to adequately serve the CCMP area with industrial development. The planning that has been conducted, coupled with the 5-year CIP, would result in orderly and timely arrangement of public facilities and services for urban development. Please refer to the Appendix for additional information regarding the provision of public facilities and services. **The CCMP is consistent with Goal 11.**

12-Transportation: *It is the purpose of this Goal to provide and encourage a safe, convenient and economic transportation system.*

Response: Section C of the Appendix and particularly Appendix A, prepared by DKS Associates demonstrates compliance of the CCMP with applicable transportation plans and the RTP. The two DKS technical memorandums provide a substantial amount of data and analysis on the existing, and proposed transportation system. ODOT comments have been addressed throughout the public process. Modifications will be required to the County and City TSP to implement the CCMP, and the alignment of the I-5/99 connector plays an important part of future updates to local TSP's. No Comprehensive Plan Map or zoning designation is proposed to change as part of the adoption process. This would occur with site specific development applications. **The CCMP is consistent with the RTP Goal 12.**

DIVISION 12
TRANSPORTATION PLANNING

660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

Finding: As an amendment to an acknowledge comprehensive plan the Coffee Creek Master Plan would significantly affect transportation facilities per (1)(B)(C) finding.

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: The Coffee Creek does not change the functional classification of an existing or planned transportation facility as evident by the existing road classifications and railroads map and planned road improvements and railroads map on page 1 35 and 136 of the plan appendix A.

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: The Coffee Creek Master plan aims to have land uses and levels of developments that would result in types and levels of travel and access that are consistent with the functional classification of planned transportation facilities. Goal 2 objective B states "site industries to take advantage of existing transportation networks Compatibility with the City's TSP, County TSP, and Oregon Transportation Plans."

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

Finding: All alternatives would worsen the intersection of Kinsman Rd./Day Rd. below the minimum acceptable performance standard of the State of Oregon.

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding: The Coffee Creek Master Plan, with the additional vehicle trips allowed by developments, would worsen the performance of existing or planned transportation facilities that are otherwise projected to perform below the minimum acceptable performance standard. According to the Coffee Creek Transportation Technical Memorandum #2 the intersections of Boones Ferry Rd./95th Ave. and Boones Ferry Rd./Day Rd. will exceed the ODOT standard of 0.99 volume-to-capacity-ration for a District Highway in 2030, and as the intersections of Grahams Ferry Rd./Day Rd. and Grahams Ferry Rd./Tonquin Rd. will exceed Washington County's acceptable operating standards.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses

consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Finding: Compliance with section (1) is accomplished by providing transportation facilities and/or improvements adequate to support the proposed land uses consistent with the requirements of this divisions. The mitigation efforts include a funding plan or mechanism consistent with section 4. According to tables 18, 22, 26 of DKS Associates Coffee Creek Transportation Technical Memorandum #2 improvements will improve all intersections to be within State and Local operating standards. Specific improvements are listed in tables 17, 21, and 25 of the same memorandum.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

(b) In the absence of the amenament, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

Finding: This section does not apply as, according to page 7 of DK Associates Coffee Creek Transportation Technical Memorandum #2, all intersections in the subject area are currently operating within the minimum state and county standards.. Also a portion of the subject properties lie within ½ mile of the Elligsen Road/Interstate 5 interchange.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

Finding: As the Coffee Creek Master Plan has not yet been adopted by the city of Wilsonville, necessary amendments to the Transportation Systems Plan have not yet been adopted to mitigate the plan's impact on transportation facilities. However, appendix B of the Master Plan does identify specific transportation projects, preliminary costs, necessary TSP amendments, and potential funding sources to provide transportation facilities that would allow the preferred alternative land uses to occur while having transportation facilities perform within state and local standards.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

Finding: While most of the study area is outside of the interstate exchange area the intersections of Boones Ferry Rd/Day Rd, Boones Ferry Rd./95th Ave. 95th Ave/Commerce Circle, and 95th Ave/Ridder Rd. are within ½ mile of the centerpoint of the interstate 5/Elligsen Rd interchange. However, there is not a written statement from ODOT and there is not an adopted interchange area management plan.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

Finding: The presence of a transportation facility or improvement shall not be a basic for an exception to allow residential, commercial, institutional, or industrial development on rural lands. While the study area is currently outside of city limits it is within the urban growth boundary and identified by Metro as regionally significant industrial land. Proposed industrial use would be in accordance with adopted local and regional plans.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below:

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Finding: While the Coffee Creek Plan provides for extensive transit, pedestrian, and bicycle facilities as shown in the Planned Pedestrian, Bike, and Transit Facilities, the area will be primarily single use and therefore does not meet the criteria of a "mixed-use, pedestrian-friendly center or neighborhood" described in section (8). Therefore, any reduction of traffic volume due to multi-modal transportation and mixed uses cannot be assumed.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division;

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

Findings: Less than two acres of commercial use is designated in the plan area, the local government has adopted a TSP. However, the proposed amendment would significantly affect a transportation facility as described in section (1). Therefore only amendments to the transportation systems plan would be necessary.

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

Stat. Auth.: ORS 183 & 197.040
Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712, 197.717 & 197.732
Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-1999, f. & cert. ef. 8-6-99; LCDD 3-2005, f. & cert. ef. 4-11-05

Goal 13: Energy Conservation: *It is the purpose of this Goal to conserve energy.*

Response: Conservation of energy is a market condition, the Plan does not directly address the issue of energy conservation, and therefore, the Goal does not apply.

Goal 14-Urbanization: *It is the purpose of this goal to provide for an orderly and efficient transition from rural to urban land use.*

Response: The Coffee Creek area was added to Wilsonville's UGB in December of 2002. Subsequent to that addition, Washington County placed future urban interim zoning on the area in anticipation of it being added to Wilsonville's city limits. The Coffee Creek Master Plan follows the steps outlined in Title 11 for the planning of new urban areas. This planning is being initiated by the City of Wilsonville as the future urban services provider. The Plan

accommodates the rapid future growth of the area, provides jobs and is serviceable from an infrastructure stand point. **The CCMP is consistent with Goal 14.**

Metro:

2040 Growth Concept: In a broad sense, the CCMP supports the industrial areas designation of the 2040 Growth Concept, which states "the high quality of our freight transportation system and, in particular, our inter-modal freight facilities are essential to continued growth in trade" by providing for additional industrially designated land for future development.

Urban Growth Management Functional Plan:

Title 1- Requirements for Housing and Employment Accommodations:

It is the goal of Title 1 to use land within the UGB efficiently. The adoption of the Coffee Creek Master Plan will ultimately allow the City to develop the area with regionally significant industrial uses that will assist in meeting employment capacity targets, and will accommodate the City's fair share of regional growth. **The CCMP is consistent with the purpose and intent of Title 1.**

Title 4- Retail in Employment and Industrial Areas:

The Regional Framework Plan calls for a strong economic climate. To improve the regions economic climate, the Framework Plan seeks to protect the supply of sites for employment by limiting incompatible uses within industrial areas. Title 4 compliance is the very essence of the CCMP, protection and provision of regionally significant industrial area development that offer the best opportunity for family-wage industrial jobs. **The CCMP is consistent with Title 4 and the Regionally Significant Industrial Area designation.**

Title 8- Compliance Procedures:

The City amended its Planned Development Industrial zone text to limit the amount of commercial square footage consistent with the RSIA designation in Ordinance No. 574, adopted in November of 2004. The CCMP proposes RSIA development for the master plan area consistent with Title 4 of the UGMFP. **The CCMP is compliant with Title 8.**

Title 11- UGB Amendment Urban Reserve Plan Requirements:

The CCMP proposes to transition from rural use to urban use consistent with Title 11. The CCMP proposes a land use pattern consistent with the Regional 2040 growth concept designation of RSIA. **The CCMP is consistent with the requirements of Title 11.**

Conclusion:

Based on the staff report, findings of fact and information contained in the public record, the Coffee Creek Master Plan is supportive of the applicable sections of the Statewide Planning Goals, Metro Functional Plan, Comprehensive Plan and Development Code text.

EXHIBITS

Additional Exhibits-7/9/07:

Exhibit 24: Letter dated June 4, 2007 from Kathy Lehtola, Washington County Director of Land Use and Transportation to Sandi Young, Planning Director

Exhibit 23: Letter dated May 31, 2007 from Sandi Young, Planning Director to Kathy Lehtola, Washington County Director of Land Use and Transportation

Exhibit 22: Letter dated May 31, 2007 from Sandi Young, Planning Director to Robert Dixon, Community Development Director for the City of Sherwood

Exhibit 21: Letter dated May 31, 2007 from Sandi Young, Planning Director to Douglas Rux, Community Development Director for the City of Tualatin

Distributed at the May 16, 2007 Planning Commission Public Hearing:

Exhibit 20: Written "Testimony of Doris Wehler, President-elect, before the City of Wilsonville Planning Commission regarding Coffee Creek Master Plan.

Exhibit 19: Letter dated May 16, 2007, from Mara Danielson of ODOT, to Sandi Young.

Exhibit 18: Letter dated May 15, 2007: from Rob Dixon, Sherwood Community Development Director: to Sandi Young, Planning Director: regarding Coffee Creek Master Plan.

Exhibit 17: Memo dated May 16, 2007: from Kerry Rappold, Natural Resources Program Manager: regarding SROZ Map (Exhibit 10) Correction – Upland Forest on Allied Waste Property.

Exhibit 16: Letter dated May 14, 2007: from Andy Cotugno, Metro Planning Director: to Sandi Young, Planning Director.

Exhibit 15: Paper Copy of PowerPoint Presentation dated May 16, 2007

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Exhibit 14: A map showing, "Potential Certified Industrial Site Candidates"

Staff Report for the May 16, 2007 Planning Commission Public Hearing, including:

Exhibit 13: A letter dated May 8, 2007, from Douglas Rux of Tualatin, regarding Coffee Creek Master Plan

Exhibit 12 *Preliminary Urban Reserve Plan Area 42*, June 1998 (This large document is located in the Planning Division)

Exhibit 11: *North Wilsonville Industrial Area Proposed Concept Plan*, dated June 12, 1998. (This large document is located in the Planning Division)

Exhibit 10: A memorandum dated April 17, 2007, from C. Mirth Walker of SWCA Environmental Consultants, to Kerry Rappold, regarding Willamette Resources Site Visit – URA #42 U3, with attached:

* City of Wilsonville Natural Resource Inventory Upland Summary Sheet
* City of Wilsonville Natural Resource Function Rating Matrix – Upland Natural Resource Areas Only, By Site Number
* City of Wilsonville Natural Resource Function Rating Matrix – Wetlands and Associated Upland Natural Resource Areas.

Exhibit 9: Metro Partial Ordinance No. 04-1040B

Exhibit 8: Metro Ordinance No. 02-969B

Exhibit 7: An email dated May 4, 2007, from Darren Pennington, regarding Testimony re: LP07-0001 Coffee Creek Industrial Area Master Plan.

Exhibit 6: Paper copy of PowerPoint presentation, "Coffee Creek Master Plan, Planning Commission, April 11, 2007."

Exhibit 5: An email dated April 11, 2007, from Terry N. Tolls, regarding Coffee Creek Master Plan – As last viewed at the Friday, April 6, 2007, Advisory Committee meeting with attached:

* Fidelity National Title Company property information

Exhibit 4: A letter dated April 9, 2007, to Sandi Young, from Sherwood Community Development Director Robert A. Dixon , regarding Coffee Creek Master Plan.

Exhibit 3: A letter dated March 7, 2007, to Sandi Young, from Kathy Lehtola of Washington County.

Exhibit 2: Internet pages regarding the I-5 to 99W Connector Project.

Exhibit 1: Draft Coffee Creek Master Plan, dated April 23, 2007, with Appendices dated March 30, 2007. (This large document is located in the Planning Division)

Regionally Significant Industrial Areas (RSIA):

Metro's Title 4 of the Urban Growth Management Functional Plan (UGMFP) calls for a strong economic climate. To achieve that end, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in RSIA areas. RSIA areas allow light industrial uses and have strict limitations on non-industrial uses, particularly commercial.

RSIA are those lands that are located near the region's most significant transportation facilities (I-5) for the movement of freight and storage of goods. The Coffee Creek area represents 216 acres of RSIA land that will assist the region in achieving its employment targets and promoting a strong economic climate. The RSIA designation will help meet the regions documented need for high wage light industrial development. It should also be noted that the consultant has identified three potential Oregon Industrial Certified Site candidates (Exhibit 14) within the Master Plan area, which would assist the City, region and state with accommodating strategic employment growth.

Wilsonville is quickly running out of available industrial land, particularly large contiguous parcels, as is evidenced by recent industrial land supply studies. As a result, adoption of this Master Plan is critical so that the City can continue to provide for economic development and creation of jobs to meet the intent of Title 4 as well as to satisfy commitments to the region. The Master Plan addresses provision of adequate amounts of serviceable land easily accessible land to the interstate highway system for the storage and movement of freight and for other RSIA compatible employment opportunities.

Transportation:

Primary access is planned from I-5/Elligsen Road via Boones Ferry Road and Day Road. Access will also be provided via Grahams Ferry Road, Ridder Road and the planned Kinsman Road. Transit routes are located within a ½ mile walk from the Master Plan area, with SMART/Tri-Met bus stops located near Commerce Circle/95th Avenue.

Additional transit routes are planned in the Draft Transit Master Plan (2007). Proposed is an expansion of Route 203, which is anticipated to serve the 95th Avenue employment corridor and traverse Day Road to the CCCF. Service for this expansion is anticipated to be in 2013, depending on the progress of development.

The Coffee Creek Master Plan Appendix contains detailed traffic analysis and technical memorandums prepared by DKS Associates that summarize key transportation issues specific to the project area. It is staff's intention to follow up adoption of the CCMP with modifications to Wilsonville's 2003 TSP to implement the CCMP.

Water:

The City's Water Master Plan (2000) includes a capital improvement phasing plan that would generally serve the Coffee Creek Industrial Area. A general description of the water system can

#4331

Oregon

Theodore R. Kulongoski, Governor

Transportation & Growth Management Program
555 13th Street, Suite 2
Salem, OR 97301-4178
(503) 986-4121
Fax: (503) 986-4174
Web Address: http://www.oregon.gov/lcd

A Joint Program
of the
Department of
Transportation
and the
Department of
Land Conservation
and
Development

December 13, 2006

Sandi Young
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

RE: File Code 1N-05; City of Wilsonville, Industrial Lands Master Planning

Dear Ms. Young:

Enclosed for your records is your copy of the fully executed Intergovernmental Agreement Amendment.

If you have any questions, please contact Andy Johnson at 503-731-8356.

Sincerely,

Frances Campoz
TGM Program Support Specialist

Enclosure

cc: Andy Johnson
File Code: 1N-05
Patricia Barker
Tom Hoots

Amendment No. 2
TGM Grant Agreement No. 23191
TGM File Code 1N-05
EA# TGM7LA38

AMENDMENT NO. 2

The State of Oregon, acting by and through its Department of Transportation, hereinafter referred to as "ODOT" or "Agency", and City of Wilsonville, hereinafter referred to as "City", entered into an intergovernmental agreement on June 7, 2006, and Amendment number 1 on November 30, 2006 (collectively "Agreement"). Said Agreement covers a Transportation and Growth Management grant for City of Wilsonville, Industrial Lands Master Planning.

ODOT and City agree that the Agreement referenced above shall be amended to extend the Termination date.

Paragraph A Section 2 of Terms of Agreement; Page 3, which currently reads:

"Term. This Agreement becomes effective on the date on which all parties have signed this Agreement and all approvals (if any) required to be obtained by ODOT have been received. This Agreement terminates on April 1, 2007 ("Termination Date")."

Shall be amended to read:

"Term. This Agreement becomes effective on the date on which all parties have signed this Agreement and all approvals (if any) required to be obtained by ODOT have been received. This Agreement terminates on June 30, 2007 ("Termination Date")."

Except as amended above, the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have set their hands as of the day and year hereinafter written.

On June 18, 2003, the Oregon Transportation Commission ("Commission") approved Delegation Order No. 2, which authorizes the Director of ODOT to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program ("STIP") or a line item in the biennial budget approved by the Commission.

On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development, to approve and execute personal service contracts and agreements over $75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Commission or in a line item in the legislatively adopted biennial budget.

Amendment No. 2
TGM Grant Agreement No. 23191
TGM File Code 1N-05
EA# TGM7LA38

STATE OF OREGON, by and through its Department of Transportation

By _____
Craig Greenleaf, Division Administrator
Transportation Development Division

Date _____

City of Wilsonville

By _____
Official's Signature

Date _____

Contact Names:

Sandi Young
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070
Phone 503-682-1011
Fax 503-682-7025
E-Mail young@ci.wilsonville.or.us

Andy Johnson, Contract Administrator
Transportation and Growth Management Program
123 NW Flanders
Portland, OR 97209-4037
Phone 503-731-8356
Fax 503-731-3266
E-Mail Andrew.JOHNSON@odot.state.or.us

#4351

Oregon
Theodore R. Kulongoski, Governor

Transportation & Growth Management Program
555 13th Street, Suite 2
Salem, OR 97301-4178
(503) 986-4121
Fax: (503) 986-4174
Web Address: http://www.oregon.gov/lcd

A Joint Program
of the
Department of
Transportation
and the
Department of
Land Conservation
and
Development

June 23, 2006

Sandi Young
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070

RE: File Code 1N-05, City of Wilsonville,
Industrial Lands Master Planning

Dear Ms. Young:

Enclosed for your records is your copy of the fully executed Intergovernmental Agreement.

This project is financed, in part, with Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funds. Please ensure your final deliverables have the following statement:

> This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and the State of Oregon funds.
>
> The contents of this document do not necessarily reflect views or policies of the State of Oregon.

If you have any questions, please contact Andy Johnson at 503-731-8356.

Sincerely,

Frances Campoz
TGM Program Support Specialist

Enclosure

cc: Patricia Barker
FHWA
Tom Hoots
Andy Johnson
File Code: 1N-05

TGM Grant Agreement No. 23191
TGM File Code 1N-05
EA # TGM7LA38

INTERGOVERNMENTAL AGREEMENT

City of Wilsonville, Industrial Lands Master Planning

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation ("ODOT" or "Agency"), and City of Wilsonville ("City").

RECITALS

1. The Transportation and Growth Management ("TGM") Program is a joint program of ODOT and the Oregon Department of Land Conservation and Development.

2. The TGM Program includes a program of grants for local governments for planning projects. The objective of these projects is to better integrate transportation and land use planning and develop new ways to manage growth in order to achieve compact pedestrian, bicycle, and transit friendly urban development.

3. This TGM Grant (as defined below) is financed with federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users ("SAFETEA-LU") funds. Local funds are used as match for SAFETEA-LU funds.

4. By authority granted in ORS 190.110 and 283.110, state agencies may enter into agreements with units of local government or other state agencies to perform any functions and activities that the parties to the agreement or their officers or agents have the duty or authority to perform.

5. City has been awarded a TGM Grant which is conditional upon the execution of this Agreement.

6. The parties desire to enter into this Agreement for their mutual benefit.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

SECTION 1. DEFINITIONS

Unless the context requires otherwise, the following terms, when used in this Agreement, shall have the meanings assigned to them below:

A. "Consultant" means the personal services contractor(s) (if any) hired by ODOT to do the tasks indicated in Exhibit A as being the responsibility of such contractor(s).

B. "Consultant's Amount" means the portion of the Grant Amount payable by ODOT to the Consultant for the deliverables described in Exhibit A for which the Consultant is responsible.

C. "Direct Project Costs" means those costs which are directly associated with the Project. These may include the salaries and benefits of personnel assigned to the Project and the cost of supplies, postage, travel, and printing. General administrative costs, capital costs, and overhead are not Direct Project Costs. Any jurisdiction or metropolitan planning organization that has federally approved indirect cost plans may treat such indirect costs as Direct Project Costs.

D. "Federally Eligible Costs" means those costs which are Direct Project Costs of the type listed in Exhibit D incurred by City and Consultant during the term of this Agreement.

E. "Grant Amount" or "Grant" means the total amount of financial assistance disbursed under this Agreement, which consists of the City's Amount and the Consultant's Amount.

F. "City's Amount" means the portion of the Grant Amount payable by ODOT to City for performing the tasks indicated in Exhibit A as being the responsibility of City.

G. "City's Matching Amount" means the amount of matching funds which City is required to expend to fund the Project.

H. "City's Project Manager" means the individual designated by City as its project manager for the Project.

I. "ODOT's Contract Administrator" means the individual designated by ODOT to be its contract administrator for this Agreement.

J. "PSK" or "WOC" means the personal services contract(s) or work order contract(s) executed between ODOT and the Consultant related to the portion of the Project that is the responsibility of the Consultant.

K. "Project" means the project described in Exhibit A.

L. "Termination Date" has the meaning set forth in Section 2.A below.

M. "Total Project Costs" means the total amount of money required to complete the Project.

N. "Work Product" has the meaning set forth in Section 5.J below.

SECTION 2. TERMS OF AGREEMENT

A. Term. This Agreement becomes effective on the date on which all parties have signed this Agreement and all approvals (if any) required to be obtained by ODOT have been received. This Agreement terminates on April 1, 2007 ("Termination Date").

B. Grant Amount. The Grant Amount shall not exceed $100,000.

C. City's Amount. The City's Amount shall not exceed $0.

D. Consultant's Amount. The Consultant's Amount shall not exceed $100,000.

E. City's Matching Amount. The City's Matching Amount is $22,500 or 18.37% of the Total Project Costs.

SECTION 3. DISBURSEMENTS

A. Subject to submission by City of such documentation of costs and progress on the Project (including deliverables) as are satisfactory to ODOT, ODOT shall reimburse City only for Direct Project Costs that it incurs after the execution of this Agreement up to the City's Amount. Generally accepted accounting principles and definitions of ORS 294.311 shall be applied to clearly document verifiable costs that are incurred.

B. City shall present cost reports, progress reports, and deliverables to ODOT's Contract Administrator no less than every other month. City shall submit cost reports for 100% of City's Federally Eligible Costs.

C. ODOT shall limit travel expenses in accordance with current State of Oregon Accounting Manual, General Travel Rules, effective on the date the expenses are incurred.

SECTION 4. CITY'S REPRESENTATIONS, WARRANTIES, AND CERTIFICATION

A. City represents and warrants to ODOT as follows:

1. It is a City duly organized and existing under the laws of the State of Oregon.

2. It has full legal right and authority to execute and deliver this Agreement and to observe and perform its duties, obligations, covenants and agreements hereunder and to undertake and complete the Project.

3. All official action required to be taken to authorize this Agreement has been taken, adopted and authorized in accordance with applicable state law and the organizational documents of City.

4. This Agreement has been executed and delivered by an authorized officer(s) of City and constitutes the legal, valid and binding obligation of City enforceable against it in accordance with its terms.

5. The authorization, execution and delivery of this Agreement by City, the observation and performance of its duties, obligations, covenants and agreements hereunder, and the undertaking and completion of the Project do not and will not contravene any existing law, rule or regulation or any existing order, injunction, judgment, or decree of any court or governmental or administrative agency, authority or person having jurisdiction over it or its property or violate or breach any provision of any agreement, instrument or indenture by which City or its property is bound.

6. The statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of City.

B. As federal funds are involved in this Grant, City, by execution of this Agreement, makes the certifications set forth in Exhibits B and C.

SECTION 5. GENERAL COVENANTS OF CITY

A. City shall be responsible for the portion of the Total Project Costs in excess of the Grant Amount. City shall complete the Project; provided, however, that City shall not be liable for the quality or completion of that part of the Project which Exhibit A describes as the responsibility of the Consultant.

B. City shall, in a good and workmanlike manner, perform the work, and provide the deliverables, for which City is identified in Exhibit A as being responsible.

C. City shall perform such work identified in Exhibit A as City's responsibility as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform such work. City shall also be responsible for providing for employment-related benefits and deductions that are

required by law, including, but not limited to, federal and state income tax withholdings, unemployment taxes, workers' compensation coverage, and contributions to any retirement system.

D. All employers, including City, that employ subject workers as defined in ORS 656.027, shall comply with ORS 656.017 and shall provide workers' compensation insurance coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). City shall require and ensure that each of its subcontractors complies with these requirements.

E. City shall be responsible, to the extent permitted by the Oregon Tort Claims Act, ORS 30.260-30.300, only for the acts, omissions or negligence of its own officers, employees or agents.

F. City shall not enter into any subcontracts to accomplish any of the work described in Exhibit A, unless it first obtains written approval from ODOT.

G. City agrees to cooperate with ODOT's Contract Administrator. At the request of ODOT's Contract Administrator, City agrees to:

(1) Meet with the ODOT's Contract Administrator; and

(2) Form a project steering committee (which shall include ODOT's Contract Administrator) to oversee the Project.

H. City shall comply with all federal, state and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, applicable provisions of the Oregon Public Contracting Code. Without limiting the generality of the foregoing, City expressly agrees to comply with: (1) Title VI of Civil Rights Act of 1964; (2) Title V and Section 504 of the Rehabilitation Act of 1973; (3) the Americans with Disabilities Act of 1990 and ORS 659A.142; (4) all regulations and administrative rules established pursuant to the foregoing laws; and (5) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

I. City shall maintain all fiscal records relating to this Agreement in accordance with generally accepted accounting principles. In addition, City shall maintain any other records pertinent to this Agreement in such a manner as to clearly document City's performance. City acknowledges and agrees that ODOT, the Oregon Secretary of State's Office and the federal government and their duly authorized representatives shall have access to such fiscal records and other books, documents.

papers, plans, and writings of City that are pertinent to this Agreement to perform examinations and audits and make copies, excerpts and transcripts.

City shall retain and keep accessible all such fiscal records, books, documents, papers, plans, and writings for a minimum of three (3) years, or such longer period as may be required by applicable law, following final payment and termination of this Agreement, or until the conclusion of any audit, controversy or litigation arising out of or related to this Agreement, whichever date is later.

J. (1) All of City's work product related to the Project that results from this Agreement ("Work Product") is the exclusive property of ODOT. ODOT and City intend that such Work Product be deemed "work made for hire" of which ODOT shall be deemed the author. If, for any reason, such Work Product is not deemed "work made for hire", City hereby irrevocably assigns to ODOT all of its rights, title, and interest in and to any and all of the Work Product, whether arising from copyright, patent, trademark, trade secret, or any other state or federal intellectual property law or doctrine. City shall execute such further documents and instruments as ODOT may reasonably request in order to fully vest such rights in ODOT. City forever waives any and all rights relating to the Work Product, including without limitation, any and all rights arising under 17 USC §106A or any other rights of identification of authorship or rights of approval, restriction or limitation on use or subsequent modifications.

(2) ODOT hereby grants to City a royalty free, non-exclusive license to reproduce any Work Product for distribution upon request to members of the public.

(3) City shall ensure that any work products produced pursuant to this Agreement include the following statement:

> "This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.
>
> The contents of this document do not necessarily reflect views or policies of the State of Oregon."

(4) The Oregon Department of Land Conservation and Development and ODOT may each display appropriate products on its "home page".

K. Unless otherwise specified in Exhibit A, City shall submit all final products produced in accordance with this Agreement to ODOT's Contract Administrator in the following form:

(1) two hard copies; and

(2) in electronic form using generally available word processing or graphics programs for personal computers via e-mail or on compact diskettes.

L. Within 30 days after the Termination Date, City shall

(1) ~~pay~~ to ODOT City's Matching Amount less Federally Eligible Costs previously reported as City's Matching Amount. ODOT may use any funds paid to it under this Section 5.L.(1) to substitute for an equal amount of federal SAFETEA-LU funds used for the Project or use such funds as matching funds; and

(2) provide to ODOT's Contract Administrator, in a format provided by ODOT, a completion report. This completion report shall contain:

(a) The permanent location of Project records (which may be subject to audit);

(b) A summary of the Total Project Costs, including a breakdown of those Project costs that are reimbursable hereunder and those costs which are being treated by City as City's Matching Amount;

(c) A list of final deliverables; and

(d) City's final disbursement request.

SECTION 6. CONSULTANT

If the Grant provided pursuant to this Agreement includes a Consultant's Amount, ODOT shall enter into a PSK with the Consultant to accomplish the work described in Exhibit A as being the responsibility of the Consultant. In such a case, even though ODOT, rather than City is the party to the PSK with the Consultant, ODOT and City agree that as between themselves:

A. Selection of the Consultant will be conducted by ODOT in accordance with ODOT procedures with the participation and input of City;

B. ODOT will review and approve Consultant's work, billings and progress reports after having obtained input from City;

C. City shall be responsible for prompt communication to ODOT's Contract Administrator of its comments regarding (1) and (2) above; and

D. City will appoint a Project Manager to:

(1) be City's principal contact person for ODOT's Contract Administrator and the Consultant on all matters dealing with the Project;

(2) monitor the work of the Consultant and coordinate the work of the Consultant with ODOT's Contract Administrator and City personnel, as necessary;

(3) review any deliverables produced by the Consultant and communicate any concerns it may have to ODOT's Contract Administrator; and

(4) review disbursement requests and advise ODOT's Contract Administrator regarding payments to Consultant.

SECTION 7. ODOT'S REPRESENTATIONS AND COVENANTS

A. ODOT certifies that, at the time this Agreement is executed, sufficient funds are authorized and available for expenditure to finance ODOT's portion of this Agreement within the appropriation or limitation of its current biennial budget.

B. The statement of work attached to this Agreement as Exhibit A has been reviewed and approved by the necessary official(s) of ODOT.

C. ODOT will assign a Contract Administrator for this Agreement who will be ODOT's principal contact person regarding administration of this Agreement and will participate in the selection of the Consultant, the monitoring of the Consultant's work, and the review and approval of the Consultant's work, billings and progress reports.

D. If the Grant provided pursuant to this Agreement includes a Consultant's Amount, ODOT shall enter into a PSK with the Consultant to perform the work described in Exhibit A designated as being the responsibility of the Consultant, and in such a case ODOT agrees to pay the Consultant in accordance with the terms of the PSK up to the Consultant's Amount.

SECTION 8. TERMINATION

This Agreement may be terminated by mutual written consent of all parties. ODOT may terminate this Agreement effective upon delivery of written notice to City, or at such later date as may be established by ODOT under, but not limited to, any of the following conditions:

A. City fails to complete work specified in Exhibit A within the time specified in this Agreement, including any extensions thereof, or fails to perform any of the provisions of this Agreement and does not correct any such failure within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

B. Consultant fails to complete work specified in Exhibit A within the time specified in this Agreement, including any extensions thereof, and does not correct any such failure within 10 days of receipt of written notice or the date specified by ODOT in such written notice.

C. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or ODOT is prohibited from paying for such work from the planned funding source.

D. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.

In the case of termination pursuant to A, B, C or D above, ODOT shall have any remedy at law or in equity, including but not limited to termination of any further disbursements hereunder. Any termination of this Agreement shall not prejudice any right or obligations accrued to the parties prior to termination.

SECTION 9. GENERAL PROVISIONS

A. Time is of the essence of this Agreement.

B. Except as otherwise expressly provided in this Agreement, any notices to be given hereunder shall be given in writing by personal delivery, facsimile, or mailing the same, postage prepaid, to ODOT or City at the address or number set forth on the signature page of this Agreement, or to such other addresses or numbers as either party may hereafter indicate pursuant to this Section. Any communication or notice so

addressed and mailed is in effect five (5) days after the date postmarked. Any communication or notice delivered by facsimile shall be deemed to be given when receipt of the transmission is generated by the transmitting machine. To be effective against ODOT, such facsimile transmission must be confirmed by telephone notice to ODOT's Contract Administrator. Any communication or notice by personal delivery shall be deemed to be given when actually delivered.

C. ODOT and City are the only parties to this Agreement and are the only parties entitled to enforce the terms of this Agreement. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right not held by or made generally available to the public, whether directly, indirectly or otherwise, to third persons (including but not limited to any Consultant) unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.

D. Sections 5(I), 5(K), 5(L) and 9 of this Agreement and any other provision which by its terms is intended to survive termination of this Agreement shall survive.

E. This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon without regard to principles of conflicts of law. Any claim, action, suit or proceeding (collectively, "Claim") between ODOT (and/or any other agency or department of the State of Oregon) and City that arise from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Marion County for the State of Oregon, provided, however, if a Claim must be brought in a federal forum, then it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. In no event shall this Section be construed as a waiver by the State of Oregon of any form of defense or immunity, whether it is sovereign immunity, governmental immunity, immunity based on the Eleventh Amendment to the Constitution of the United States or otherwise, from any Claim or from the jurisdiction of any court. City, BY EXECUTION OF THIS AGREEMENT, HEREBY CONSENTS TO THE IN PERSONAM JURISDICTION OF SAID COURTS.

F. This Agreement and attached Exhibits (which are by this reference incorporated herein) constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No modification or change of terms of this Agreement shall bind either party unless in writing and signed by all parties and all necessary approvals have been obtained. Budget modifications and adjustments from the work described in Exhibit A must be processed as an amendment(s) to this Agreement and the PSK. No waiver or consent shall be effective unless in writing and signed by the party against whom such waiver or consent is asserted. Such waiver,

consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

On June 18, 2003, the Oregon Transportation Commission ("Commission") approved Delegation Order No. 2, which authorizes the Director of ODOT to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program ("STIP") or a line item in the biennial budget approved by the Commission.

On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development, to approve and execute personal service contracts and agreements over $75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Commission or in a line item in the legislatively adopted biennial budget.

City

City of Wilsonville

By: _____
(Official's Signature)

Charlotte Lehan Mayor
(Printed Name and Title of Official)

Date: 6/12/06

ATTORNEY GENERAL'S OFFICE

Approved as to legal sufficiency by the Attorney General's office.

By: _____
(Official's Signature)

Date: _____

Contact Names:

Sandi Young
City of Wilsonville
30000 Town Center Loop E
Wilsonville, OR 97070
Phone: 503-682-1011
Fax: 503-682-7025
E-Mail: young@ci.wilsonville.or.us

Andy Johnson, Contract Administrator
Transportation and Growth Management Program
123 NW Flanders
Portland, OR 97209-4037
Phone: 503-731-8356
Fax: 503-731-3266
E-Mail: Andrew.JOHNSON@odot.state.or.us

ODOT

STATE OF OREGON, by and through its Department of Transportation

By: _____
Craig Greenleaf, Deputy Director
Transportation Development Division

Date: 6-7-06

ATTACHMENT A

CITY OF WILSONVILLE

COFFEE CREEK AREA 1 MASTER PLANNING

STATEMENT OF WORK

ACRONYMS

Agency/ ODOT – Oregon Department of Transportation
City – City of Wilsonville
DLCD – Department of Land Conservation and Development
NTP – Notice to Proceed
NTE – Not-to-Exceed amount (dollars)
OHP – Oregon Highway Plan
PTA – Plan Text Amendment
RSIA – Regionally Significant Industrial Area
RTP – Regional Transportation Plan
SDC – System Development Charge
SROZ – Significant Resource Overlay Zone
TAC – Technical Advisory Committee
TSP – Wilsonville Transportation System Plan
UGB – Urban Growth Boundary
WOC – Work Order Contract
WOCPM – Agency's Work Order Contract Project Manager

PROJECT COOPERATION

The PSK entered into by the Agency with the Consultant shall contain the following language:

> "This statement of work describes the responsibilities of the entities involved in this cooperative Project. In this Work Order Contract (WOC) the Consultant shall only be responsible for those deliverables assigned to the Consultant. All work assigned to other entities are not Consultant's obligations under this WOC, but shall be obtained by Agency through separate intergovernmental agreements which contain a statement of work that is the same as or similar to this statement of work. The obligations of entities in this statement of work other than the Consultant are merely stated for informational purposes and are in no way binding, nor are the named entities parties to this WOC. Any tasks or deliverables assigned to a

sub-Consultant shall be construed as being the responsibility of the Consultant.

Any Consultant tasks or deliverables which are contingent upon receiving information, resources, assistance, or cooperation in any way from another entity as described in this statement of work shall be subject to the following guidelines:

1. At the first sign of non-cooperation, the Consultant shall provide written notice (email acceptable) to Oregon Department of Transportation (Agency) Work Order Contract Project Manager (WOCPM) of any deliverables that may be delayed due to lack of cooperation by other entities referenced in this statement of work.

2. WOCPM shall contact the non-cooperative entity or entities to discuss the matter and attempt to correct the problem and expedite items determined to be delaying the Consultant.

If Consultant has followed the notification process described in item 1, and Agency finds that delinquency of any deliverable is a result of the failure of other referenced entities to provide information, resources, assistance, or cooperation, as described in this statement of work, the Consultant will not be found in breach of contract. The Agency Contract Administrator will negotiate with Consultant in the best interest of the State, and may amend the delivery schedule to allow for delinquencies beyond the control of the Consultant.

KEY PERSONNEL

Key Personnel. Consultant acknowledges and agrees that Agency selected Consultant, and is entering into this WOC, because of the special qualifications of Consultant's key people. In particular, Agency through this WOC is engaging the expertise, experience, judgment, and personal attention of **Joe Dills**, ("Key Personnel"). Consultant's Key Personnel shall not delegate performance of the management powers and responsibilities he/she is required to provide under this WOC to another (other) Consultant employee(s) without first obtaining the written consent (email acceptable) of Agency. Further, Consultant shall not re-assign or transfer a Key Person to other duties or positions such that a Key Person is no longer available to provide Agency with his/her expertise, experience, judgment, and personal attention, without first obtaining Agency's prior written consent to such re-assignment or transfer. In the event Consultant requests that Agency

approve a re-assignment or transfer of a Key Person, Agency shall have the right to interview, review the qualifications of, and approve or disapprove the proposed replacement(s) for the a Key Person. Any approved substitute or replacement for a Key Person shall be deemed a Key Person under this WOC."

EXPECTATIONS ABOUT WRITTEN AND GRAPHIC DELIVERABLES:

All written (text) deliverables in both hard copy and electronic version by Consultant, with the electronic version to be completed in Microsoft Word or Adobe Acrobat PDF format, or combination of both. All graphic deliverables shall be provided by Consultant in hard copy and in the electronic format when required by the City of Wilsonville (City). All graphic deliverables can be in color, however, they must be readable and usable when copied in black and white.

EXPECTATION ABOUT MEETING DELIVERABLES

For the purpose of this Contract, "deliverables" include all physical items required to be delivered by Consultant under the WOC as well as attendance and participation at meetings and other actions and activities of Consultant that are required under the WOC.

EXPECTATIONS ABOUT SCHEDULE FOR DELIVERABLES

For the purposes of this Project, all written and graphic deliverables are due on the last day of the calendar month indicated in the Schedule following the date of the *"**Notice to Proceed**".

*For the purposes of this Contract, **"Notice-to-Proceed"** is the written notice – email is acceptable – issued to the Consultant by the WOCPM advising that the Work Order Contract has been fully-executed, and advising the Consultant to begin performance immediately.

PROJECT PURPOSE/ TRANSPORTATION RELATIONSHIPS AND BENEFITS

Consultant shall develop a "Final Master Plan" for Coffee Creek Area 1 (the "Project") as defined under the section titled "Project Area" through implementation of previously completed Conceptual Master Plans. Coffee Creek Area 1 borders industrially zoned lands to the east, lands on the north and west designated for industrial use by Metro in the 2004 Urban Growth Boundary (UGB) action, and lands south of the railroad as potentially residential land within a future UGB expansion. Several key transportation components will be addressed in the Final Master Plan, such as the Kinsman Road extension. This extension is a critical extension of an existing road to better serve freight and local traffic, as an alternative to I-5. Also, other local and collector connections will be identified to ensure a safe and efficient transportation system. Potential freight

connections to existing rail lines will also be examined. This Project will result in a balanced transportation and land use plan for the Coffee Creek Area 1.

PROJECT AREA

Coffee Creek Area 1 is located west of I-5 and accesses I-5 via Day Road and Boones Ferry Road at the North Wilsonville/Stafford ramps. Coffee Creek Area 1 is centrally located to Wilsonville and surrounding communities and will continue to be served by public transportation.

Coffee Creek Area 1 is approximately bounded by the Coffee Creek Correctional Facility and Day Road on the north. Coffee Creek Area 1 extends north along Boones Ferry road to incorporate interested or affected stakeholders. Coffee Creek Area 1 is bounded by the railroad tracks on the west and the Wilsonville City boundary on the south and east.

PROJECT OBJECTIVES

The objectives of this Project include:

- Conducting and recording an equitable and engaging public involvement program.
- To create a detailed transportation-land use Final Master Plan for the Wilsonville Industrial lands located in Coffee Creek Area 1.
- To create a transportation-land use Final Master Plan consistent with the concept plans for the area created in 1998.
- Identification of infrastructure improvements needed to mitigate future development.
- Analysis of costs, funding sources and phasing options for infrastructure improvements.
- To assist in the availability in the Coffee Creek Area 1 for efficient and cost effective industrial development in the near term.
- To adopt the Coffee Creek Area 1 Final Master Plan as a part of the City's Comprehensive Plan and any necessary changes to the Transportation Systems Plan (TSP).

BACKGROUND

In 2002, the area once known as Urban Reserve Area (URA) 42 was annexed into the Metro UGB. URA 42, now home to the Coffee Creek Correctional facility, was designated a Regionally Significant Industrial Area (RSIA).

According to the Urban Reserve Plan (OTAK, 1998), URA 42 should be used for mostly industrial uses with some minor complementary commercial and office uses. The Urban

Reserve Plan also discussed the need for further traffic analysis at the Grahams Ferry Road/Day Road intersection and the Kinsman Road extension. Designated open space areas and general utility plans were also discussed.

The changing face of this area makes planning efforts all the more timely. The south Metro area has experienced major growth, both in Wilsonville as well as the neighboring communities of Tualatin and Sherwood. Tualatin and Sherwood will be affected by growth in this area and need to be included in the process. This work also needs to be tied into planning efforts for the potential I-5/99W connector, Kinsman Road extension and the larger transportation planning efforts for the Region.

TASK 1: Identify Goals and Objectives, establish Technical Advisory Committee (TAC)

Objectives:

- Establish TAC consisting of stakeholders, including member of Coffee Creek Correctional Facility, Industrial Users.
- Send draft Goals and Objective to members of TAC.
- City shall collect feedback on Goals and Objectives via mail and e-mail, and incorporate comments into draft Goals and Objectives, and provide to the Consultant to incorporate into draft Technical Memorandum #1 (TM#1).

Sub-Tasks:

1.1 City shall seek and confirm up to 15 members for the TAC, including Agency's Work Order Contract Project Manager (WOCPM), other relevant Agency staff and City representatives.

1.2 City shall distribute via e-mail, and hard copy if requested, a roster containing contact information of the TAC to TAC, WOCPM and Consultant.

1.3 City shall prepare draft Goals and Objectives based on previous concept plans and Project Objectives.

1.4 City shall distribute via e-mail, and hard copy if requested, draft goals and objectives to TAC for their review and comment.

1.5 City shall incorporate comments received within 14 days of TAC Meeting into draft Goals and Objectives.

1.6 City shall send revised draft Goals and Objectives to Consultant and WOCPM.

Deliverables:

Consultant: None

City:

1. TAC Roster and distribution
2. Draft Goals and Objectives
3. Distribution of Draft Goals and Objectives to TAC and compilation of comments
4. Revised Draft Goals and Objectives

Schedule: Within 30 days of the date of Notice to Proceed (NTP).

TASK 2: Summarize Existing Plans and Policies

Objectives:

1. Summarize and assess relevant documents.
2. Incorporate findings and recommendations from Coffee Creek Area 1 Concept Plans.
3. Identify policy framework and existing plan compliance issues.

Sub-Tasks:

2.1 City shall provide to Consultant relevant City documents, including:

- Wilsonville Comprehensive Plan
- Wilsonville Zoning Code
- Wilsonville TSP
- Wastewater Plan
- Stormwater Plan
- Parks and Recreation Master Plan
- Bicycle and Pedestrian Master Plan
- Transit Master Plan
- Emergency Service objectives
- Designated Significant Resource Overlay Zone (SROZ) (Goal 5) inventories and compliance policies.
- Other relevant documents

Consultant shall gather the following documents and materials for TM #1:

- Agency documents related to access management (OAR 734 Division 51)
- Mobility standards in the Oregon Highway Plan(OHP)/Highway Design Manual

- Wilsonville Freeway Access Study (2002)
- Metro's Urban Growth Management Functional Plan
- Regional Transportation Plan (RTP)
- Washington County and Clackamas County Development Codes, and
- Other materials deemed relevant by the City or Agency for TM #1.

2.2 Consultant shall review the documents and materials specified above, identify issues related to development, transportation and infrastructure in the Project Area, and prepare a draft TM #1: Plans and Policies, Goals and Objectives, summarizing existing policies and plans as they apply to the Project Area and including Task 1 Revised Draft Goals and Objectives. Consultant shall deliver the draft TM #1 to WOCPM and City.

2.3 City and WOCPM shall coordinate review of TM#1 among different City and Agency departments. City shall consolidate City's and Agency's comments and send to Consultant.

2.4 Consultant shall facilitate TAC Meeting #1 to review and refine TM #1. City shall organize TAC Meeting #1, prepare the agenda, schedule location, distribute materials and take minutes.

2.5 Consultant shall revise TM#1 based on TAC feedback and City's and Agency's comments and shall distribute the revised TM #1 to WOCPM and City.

Deliverables:

Consultant:
1. Draft TM#1
2. Revised TM#1
3. Facilitation of TAC Meeting #1

City:
1. Subtask 2.1 documents to Consultant
2. Comment on TM#1
3. Logistics, agenda and minutes for TAC Meeting #1

Other Agencies (Metro, City of Tualatin, Washington County):
1. Coordinate with appropriate departments on review of TM #1

Schedule: Consultant shall complete Task 2 obligations no later than 3 months following the date of the NTP.

TASK 3: Create Alternatives and Evaluation Criteria

Objectives

- Draft up to three (3), and no fewer than 2, alternatives for review by the TAC.
- Hold TAC meeting #1 in order to gather feedback on alternatives.
- Hold public meeting/open house to display alternatives to the public.
- Create Evaluation Criteria based on the goals and objectives and input from TAC and public.

Sub-Tasks

3.1. Prior to drafting Conceptual Master Plan Alternatives, Consultant, WOCPM and City shall meet and discuss pertinent issues from TM#1 - Plans and Policies and directions for the development and evolution of the alternative Master Plans.

3.2. Consultant shall develop a draft set of Evaluation Criteria, based on the policy direction of TM#1, by which Conceptual Master Plan Alternatives shall be evaluated. The Evaluation Criteria can be either quantitative (e.g., "best meets performance standards") and qualitative (e.g., "is consistent with future plans for Coffee Creek II and North Wilsonville") measures. The Evaluation Criteria must include, but are not limited to: ease of service, environmental consequences, infrastructure costs, transportation performance, operations and safety (Level of Service and volume-to-capacity (v/c) Ratios as expressed in the City's TSP, the RTP, the OHP, and the 2003 Highway Design Manual). The OHP mobility standards must be used for needs analysis, while the Highway Design Manual must be applied for alternatives analysis. Consultant shall deliver a draft set of Evaluation Criteria to WOCPM and City.

3.3. City and Agency shall review and provide comments to Consultant on the draft set of Evaluation Criteria prior to TAC Meeting #2.

3.4. Consultant shall develop up to three Conceptual Master Plan alternatives for the development of the Project Area, examining:

- land use patterns (including ensuring compliance with Metro Ordinance 02-969B)
- transportation, including a comparison of the railroad underpass on Grahams Ferry Road to current cross section width criteria
- water system capacity and water line provision
- sanitary sewer capacity and line provision

- storm sewer capacity and line provision
- electricity, natural gas and other available energy sources
- rail freight service

The transportation element must include a street network and modal concept. The street network must support the proposed development concept and conform to intersection spacing standards of the City, Metro, and Agency, as applicable. The modal concept must include a bicycle and pedestrian network that meets City standards, as well as a provision for future transit that meets Tri-Met and SMART service standards. City shall prepare and provide to Consultant evaluations of connections to water and sewer treatment plants, and potential for plant expansion.

3.5. Consultant shall prepare Conceptual Master Plan Evaluation Brief, a short written evaluation of how each Conceptual Master Plan alternative meets the Evaluation Criteria. The evaluation must be qualitative and quantitative in nature and shall not include the traffic operations analysis results to be prepared in Task 5. A more detailed evaluation of the alternatives shall be conducted by Consultant in Task 4.

3.6. City and Agency shall review and comment on the draft Conceptual Master Plan Evaluation Brief. City shall organize TAC Meeting #2, prepare the agenda, distribute materials and take minutes. City and Agency shall coordinate review among different City and Agency departments, and City shall deliver City's and Agency's consolidated comments to the Consultant.

3.7. Consultant shall facilitate TAC Meeting #2 to review and refine the Conceptual Master Plan alternatives, draft Evaluation Criteria and the Conceptual Master Plan Evaluation Brief. City shall organize TAC Meeting #2, prepare the agenda, distribute materials and take minutes

3.8. Consultant shall prepare and distribute final Evaluation Criteria ("Revised Evaluation Criteria") based on City, Agency and TAC input and comments.

3.9. City shall schedule and provide location for Open House #1. Open House #1 must be held within one month after TAC Meeting #2. Consultant shall facilitate Open House (#1) to gather public input on the alternatives for the future development of the Project Area. Consultant shall provide maps of the Conceptual Master Plan alternatives along with descriptions of how they function. Maps must be wall size (34"X44"). Consultant shall present the Conceptual Master Plan alternatives, the Revised Evaluation Criteria, and the Conceptual Master Plan Evaluation Brief conducted in subtasks 3.2, 3.3, 3.4, 3.5 and 3.7 above. City shall create an agenda, take minutes and make copies of materials for Open House #1.

Deliverables:

Consultant:

1. Meeting with City and WOCPM
2. Draft Evaluation Criteria
3. Conceptual Master Plans, between two and three alternatives
4. Conceptual Master Plan Evaluation Brief
5. Facilitation of TAC Meeting #2
6. Revised Evaluation Criteria
7. Facilitation of Open House #1, including appropriate presentation and presentation materials

City:

1. Meeting with Consultant and WOCPM
2. Review and comment on draft Evaluation Criteria
3. Logistics, agenda and minutes for TAC meeting # 2.
4. Logistics, agenda and minutes for Open House # 1.

Schedule: Consultant shall complete Task 3 obligations no later than 5 months following the date of the NTP.

TASK 4: Evaluate Alternatives, Financing Estimates

Objectives:

- To determine the financial impact of the different alternatives for the City.
- To determine the various transportation impacts of the various alternatives.
- To determine how alternatives rank relative to one another based on the traffic report, financial impact analysis and Evaluation Criteria.

Sub-Tasks:

4.1. Consultant shall determine the relative effectiveness of each of the Conceptual Master Plan alternatives on the transportation system and prepare TM#2, Transportation and Traffic (TM #2) from these determinations. TM#2 must:

- Evaluate the efficiency of the transportation network for between two and three Conceptual Master Plan alternatives developed in Task 3. Consultant shall evaluate the traffic operations (V/C and Level of Service) for the following intersections:
  - I-5 Northbound Ramp Terminal @ Boones Ferry Road-Elligsen Road

- I-5 Southbound Ramp Terminal @ Boones Ferry Road-Elligsen Road
- Boones Ferry Road @ Day Road
- Boones Ferry Road @ Commerce Circle/95th Avenue
- Grahams Ferry Road @ Clutter/Ridder
- Graham's Ferry Road @ Day Road
- Grahams Ferry Road @ Tonquin Rd
- Day Road @ Kinsman Road (future)
- Ridder Road @ Kinsman Road (future)

- Consultant shall count at the above intersections both the AM (7-9 AM) and PM (4-6 PM) peak periods. These counts must be manual classification full-turning movement counts that will be used to represent the 30th highest hour volumes. Consultant shall evaluate the above intersections for each of the following scenarios:

  - Existing Conditions (2006)
  - 2020 No Build
  - 2020 with Coffee Creek Master Plan Project Traffic (two to three alternatives)/

- .Consultant shall determine the initial assumptions about road designations, carrying capacity and traffic demand from surrounding land uses using the Wilsonville, Washington County and Clackamas County TSPs and Comprehensive Plans. The future 2020 scenario and travel model has been selected to maintain consistency with the City's TSP. The horizon year could be modified based on input from City staff (if 2030 is requested, this scope would need to be modified). Future projections must be determined using the City of Wilsonville travel demand model that was prepared for the City's TSP. If the City requests the use of a different model or significant modification to the existing model, additional scope and budget will be required. Agency shall review methodologies used to develop current and future volumes.

- Consultant shall compare the existing railroad underpass on Graham's Ferry Road to current cross section width criteria.

- Proposed new roads and associated intersections as proposed in the City's TSP or in the existing Conceptual Master Plan alternatives noted above, or proposed in both, that are part of the primary network, as agreed upon by City, Consultant, and Agency, shall also be analyzed by the Consultant.

Consultant shall assess applicable City, County and ODOT access management standards and performance criteria for each scenario noted above. Should the future intersections not meet access management or performance standards or safety/operational criteria, Consultant shall propose mitigation to address the specific deficiency.

- Consultant shall analyze three to five year crash data on all Agency and City facilities. The crash data shall be provided by Agency.

- Consultant's future analysis must evaluate the impact to I-5 at the Elligsen Road interchange (ramp terminals and junctions). Consultant shall apply Highway Design Manual standards in the evaluation of alternatives.

- Consultant shall determine if standards for pedestrian and bicycle transportation are met and use these to conduct an evaluation of the performance of these modes for these scenarios.

If additional information becomes available from the I-5 to 99W Connector study prior to the initiation of Task 4, Consultant shall utilize this new information in completing Task 4.

4.2 City shall forward a copy of TM#2 to WOCPM and to Washington and Clackamas County, facilitate the review, and consolidate comments from City, Agency and Counties. City shall submit the review comments to Consultant in written form.

4.3 Consultant shall review comments on TM#2 and revise TM#2 and send to City and WOCPM. City shall forward revised TM #2 to the TAC for its review and use in later tasks.

4.4 City shall provide data to Consultant related to the City budget, tax base, System Development Charges (SDC) and other fiscal matters.

4.5 Consultant shall prepare Technical Memorandum #3, Annexation/Cost Impact Report (TM #3) using City data to determine the costs and benefits associated with annexation and providing City services and facilities under each of the alternatives developed under Task 3. As part of TM #3, Consultant shall:

A. Determine revenues, potential assessed value and potential tax revenue generated from development.

B. Determine costs to serve the area under each Conceptual Master Plan alternative.

C. Project the anticipated costs of providing urban facilities – such as storm water sewer, sanitary sewer, water, and transportation – to Coffee Creek Area 1 consistent with City standards. Anticipated costs must include cost impacts on capacity of the wastewater and water treatment facilities.
D. Identify potential funding sources and opportunities to provide such facilities and services.

The cost of service provision must be a factor in selecting a preferred Conceptual Master Plan alternative from those developed under Task 3.

4.6. Consultant shall deliver TM #3 to City and WOCPM. City and WOCPM shall review TM#3 and provide comments back to Consultant within 14 days following the date Consultant delivers TM #3 to City and WOCPM. Consultant shall incorporate relevant comments into the revised TM#3 and send the review TM #3 to City and WOCPM. City shall forward a copy of TM #3 to TAC.

4.7. Consultant shall facilitate TAC Meeting #3 to discuss the Task 3 and earlier Task 4 deliverables: Evaluation Criteria, the Conceptual Master Plan alternatives, the traffic analysis and the cost impact analysis. TAC meeting #3 shall be used to answer any questions the TAC may have about these materials and to set the stage for the following TAC meeting, as described in sub-task 5.4. City shall organize and schedule TAC Meeting #3, prepare the agenda, distribute materials, and take minutes.

Deliverables:

Consultant:
1. Draft Technical Memorandum #2 - 3 hard copies and an electronic copy.
2. Revised Technical Memorandum #2 – 3 hard copies and one electronic copy
3. Draft Technical Memorandum #3 - 3 hard copies and electronic copy
4. Revised Technical Memorandum #3 - 3 hard copies and electronic copy
5. Facilitation of TAC Meeting #3

City:
1. Relevant financial data such as the City budget, tax base, SDCs
2. Review and comment of Technical Memorandums #2 and #3 and compilation of other comments
3. Traffic data from the I-5/Highway 99W Connector Study
4. Copy of RevisedTM#2 and TM#3to the TAC.
5. Agenda, minutes and material copies for TAC Meeting #3

Schedule: Consultant shall complete Task 4 obligations no later than 9 months following the date of the NTP.

Task 5 –Selection of Preferred Conceptual Master Plan Alternative

Objectives:

- To determine how alternatives rank relative to one another based on the traffic report, financial impact analysis and Evaluation Criteria.
- To select the preferred alternative

Subtasks:

5.1 Consultant shall analyze the Conceptual Master Plan alternatives in relationship to the Evaluation Criteria developed and prepare an analysis in the form of a matrix that demonstrates the relative ranking of each Conceptual Master Plan alternative to each other based on the criteria. Consultant shall provide "Ranking of Alternatives Matrix" to City and WOCPM for review and refinement.

5.2 City and Agency shall review Ranking of Alternatives Matrix and provide comments to Consultant, and Consultant shall refine the Ranking of Alternatives Matrix in accordance with the comments, which may result in hybrids of the previously identified Conceptual Master Plan alternatives.

5.3 Consultant shall prepare "Revised Draft Ranking of Alternatives Matrix," making necessary refinements to the Ranking of Alternatives Matrix" and add hybrid alternatives that emerge. Consultant shall identify through result of this analysis which Conceptual Master Plan alternative to use as a preferred Master Plan for preparing the Draft Master Plan in Task 6.

5.4 Consultant shall facilitate TAC Meeting #4 to examine the Revised Ranking of Alternatives Matrix. City shall schedule and organize TAC Meeting #4, distribute materials for TAC Meeting #4 and take minutes.

5.5 Prior to continuing on to Task 6, City and Consultant shall present the preferred Conceptual Master Plan alternative to City Planning Commission for review, comment and recommendation. City Planning Commission presentation must also describe the evaluation process and present the Revised Ranking of Alternatives Matrix.

Deliverables:

Consultant:

1. Draft Ranking of Alternatives Matrix

2. Revised Draft Ranking of Alternatives Matrix – three (3) hard copies and electronic copy
3. Facilitation of TAC Meeting #4
4. Presentation at City Planning Commission

City:

1. Review of draft Rankings of Alternatives Matrix.
2. Agenda, minutes and material copies for TAC Meeting #4
3. City Planning Commission meeting materials including staff report which include the revised Rankings of Alternatives Matrix, and presentation of preferred alternative.

Schedule: Consultant shall complete Task 5 obligations no later than 10 months following the date of the NTP.

Task 6: Draft Master Plan

Objectives:

- Prepare a Draft Master Plan for the Project area that specifies a layout for the transportation system, other infrastructure and land use patterns. This Draft Master Plan must comply with policies for urban development specified in the development code and other relevant sources (i.e. Statewide Planning Goals, Metro Functional Plan, etc.)
- Draft Master Plan must incorporate comments from the TAC and the public
- Hold Open House #2 to share the Master Plan with the public and garner feedback
- To prepare a Draft Master Plan to present to the Wilsonville City Planning Commission and the Wilsonville City Council for review.

Sub-Tasks:

6.1. Consultant shall prepare a Draft Master Plan. The Draft Master Plan must:
   - Include both text and graphics depicting the proposed Master Plan.
   - Include recommended land use designations, a transportation plan, a local street pattern and infrastructure requirements
   - Include natural resource protection strategies based on the City's current Goal 5 policies;
   - Describe how the Master Plan fits into the rest of the City, the region and the City's policies;
   - Include suggested changes to the development code, TSP and other City plans.

- Outline the costs for service provision;
- Present funding strategies for the development of the Coffee Creek 1 Area.

Consultant shall provide Draft Master Plan to City and WOCPM.

6.2. City and WOCPM shall review the Draft Master Plan and provide comments within 14 days following the date Consultant delivers the Draft Master Plan to City and WOCPM.

Consultant shall incorporate comments from City and Agency into a revised Draft Master Plan, Version #2, and deliver it to City and WOCPM at least one week before TAC Meeting #5. City shall schedule and organize TAC Meeting #5 (including distribution of Draft Master Plan Version #2) and take minutes. Consultant shall facilitate TAC Meeting #5, present the Draft Master Plan Version # 2, and gather feedback.

Consultant shall incorporate TAC comments into Draft Master Plan Version #3.

City shall schedule and provide notice of, prepare the agenda, distribute advance materials, and take minutes at Open House #2. Consultant shall facilitate Open House #2 and present Draft Master Plan Version # 3 to the general public for feedback.

City shall schedule and convene TAC Meeting #6 to review public comments from Open House #2and take minutes. Consultant shall facilitate TAC Meeting #6 and gather input.

Consultant shall incorporate input from the TAC at TAC Meeting #6 into the Draft Master Plan Version #4.

City shall schedule, provide notice of, take minutes of, prepare a staff report for and introduce Draft Master Plan Version 4 at, City Planning Commission Meeting. Consultant shall present the Draft Master Plan Version 4 and facilitate the discussion of the City Planning Commission at the City Planning Commission Meeting.

City shall schedule, provide notice of, take minutes of, prepare a staff report for and introduce Draft Master Plan Version #4 at City Council Meeting. Consultant shall present the Draft Master Plan Version 4 and facilitate the discussion of the City Council at the City Council Meeting.

Deliverables:

Consultant:

1. Draft Master Plan
2. Draft Master Plan Version #2
3. Draft Master Plan Version #3
4. Draft Master Plan Version #4
5. Facilitation of TAC Meeting #5
6. Facilitation of Open House #2
7. Facilitation of TAC Meeting #6
8. Presentation of Draft Master Plan Version #4 to City Planning Commission
9. Presentation of Draft Master Plan Version #4 to City Council

City:

1. Review and comment on initial Draft Master Plan
2. TAC Meeting #5 logistics, agenda and minutes
3. Open House #2 logistics, agenda and notes
4. TAC Meeting #6 logistics, agenda and minutes
5. Planning Commission presentation, logistics and materials
6. Wilsonville City Council presentation, logistics, and materials

Schedule: Consultant shall complete Task 6 obligations no later than 11 months following the date of the NTP.

Task 7: Final Master Plan, Amendments, Adoption

Objectives:

- Adoption by the City Council of a Final Master Plan
- Submission of the Master Plan to Metro and DLCD for acknowledgement
- Adoption of a Plan Text Amendment (PTA) to the development code and an addendum to the TSP to implement the Master Plan

Sub-Tasks:

7.1. Consultant shall prepare a Final Master Plan, by revising Draft Master Plan Version #4 and incorporating comments from Open House #2, TAC Meetings #5 and 6, and City Planning Commission or City Council. Consultant shall meet with City and WOCPM to discuss recommended changes.

7.2. City shall provide materials for PTA process to Consultant and provide support to Consultant on changes to the municipal code, TSP and any other city documents arising from the Final Master Plan. City shall prepare an application for a PTA to incorporate the Final Master Plan into the Municipal Code and Consultant shall prepare draft recommended amendments to the development code. Consultant shall prepare an addendum to the TSP that incorporates needed changes based upon the Final Master Plan. Consultants work associated with the TSP amendment will be limited to updating Figure 4.7 (2020 Alternative 2 Recommended Roadway Network), Figure 4.8 (2020 Alternative 2 Arterial and Collector Classification), and Figure 5.4 (2020 Bicycle and Pedestrian Facilities Plan) as well as the motor vehicle and bicycle and pedestrian project lists as applicable. City shall provide Consultant with the existing TSP Figures (GIS electronic files) and project lists in electronic format.

7.3. City shall make appropriate changes to the draft of the proposed PTA, and TSP addendum.

7.4. City shall present the proposed PTA and TSP addendum first to City Planning Commission for its recommendation to the City Council. Consultant shall attend at least one meeting with either the City Planning Commission or City Council, as determined by City, to answer questions.

7.5. Once City Planning Commission recommendations are incorporated into the proposed PTA and TSP addendum, City shall present them to the City Council at a hearing for its consideration and adoption.

7.6. City shall submit the Master Plan, all development code changes and the addendum to the TSP to Metro, DLCD and Agency for acknowledgement.

Deliverables:

Consultant:

1. Final Master Plan
2. Materials for the addendum to the TSP
3. Recommended amendments to Development Code.
4. Meeting with City to discuss Planning Commission changes
5. Attend Planning Commission or City Council hearing to answer question

City:

1. City materials relevant to the PTA process and to the TSP addendum
2. Review of proposed PTA, TSP addendum, and associated materials

3. Materials and logistics for and presentation at City Planning Commission
4. Meeting (in person or by phone) to discuss Planning Commission changes
5. Materials and logistics for and presentation at City Council
6. Submittal materials for Metro, DLCD and Agency

Schedule: Consultant shall complete Task 2 obligations no later than 13 months following the date of the NTP.

Task 8: Project Management (City-only Task)

Objectives:

- Provide sufficient resources and controls to assure a well-managed project

Sub-Tasks:

8.1. City's project manager shall coordinate with the Community Development Director, City Engineer, City Manager and other management staff as needed to resolve issues during the course of the project.

8.2. City's project manager shall inform and involve the City Council and City Planning Commission during the course of the project.

8.3. City's project manager shall review all Consultant invoices and approve for Agency payment.

8.4. City's project manager shall telephone, e-mail or meet with Consultant and/or WOCPM as necessary to manage this project.

8.5. City's project manager and WOCPM shall ensure that IGA and WOC requirements are met.

8.6. City's project manager shall prepare interim match reports and a final grant close out and match report.

Deliverables:

City:

1. Approved Consultant invoices

2. Interim match reports
3. Final grant close out and match report

Schedule:

Throughout the Project duration

Summary of Deliverables Due from Consultant

During Months 2 and 3 following NTP date:	
Task 2.2	Draft TM #1
2.4	Facilitation of TAC meeting #1
2.5	Revised TM #1
During Months 3, 4, and 5 following NTP date:	
Task 3.1	Meeting with City and WOCPM
3.2	Draft Evaluation Criteria
3.4	Conceptual Master Plan Alternatives _
3.5	Conceptual Master Plan Evaluation Brief
3.7	Facilitate TAC meeting #2
3.8	Revised Evaluation Criteria
3.9	Facilitation of Open House #1
During Months 6, 7, 8, and 9 following NTP date:	
Task 4.1	DRAFT TM #2
4.3	Revised TM #2
4.5	DRAFT TM #3
4.6	Revised TM#3
4.7	Facilitation of TAC meeting #3
During Month 10 following NTP date:	
Task 5.1	DRAFT Ranking of Alternatives Matrix
5.3	Revised Ranking of Alternatives Matrix
5.4	Facilitate TAC meeting #4
5.5	Presentation to City Planning Commission, including Report with materials for evaluation of alternatives
During Month 11 following NTP date:	
Task 6.1	DRAFT Master Plan
6.3	DRAFT Master Plan (Version # 2)
6.4	Facilitate TAC meeting #5 and present DRAFT Master

During Months 12 and 13 following NTP date:		
Task 7.1		Meeting with City to discuss changes to Master Plan prior to preparing the FINAL Master Plan
	And	FINAL Master Plan
Task 7.2		Recommended amendments to the Development Code
	And	Materials for Addendum to TSP
	7.4	One (1) meeting with City Planning Commission (OR City Council) to answer questions regarding proposed PTA and TSP Addendum
		Plan (DRAFT Version #2)
	6.5	DRAFT Master Plan (Version #3)
	6.6	Facilitate Open House #2 and present DRAFT Master Plan (Version #3)
	6.7	Facilitate TAC meeting #6
	6.8	DRAFT Master Plan (Version #4)
	6.9	Present DRAFT Master Plan (Version #4) to City Planning Commission
	6.10	Present DRAFT Master Plan (Version #4) to City Council

CONSULTANT AMOUNTS PER DELIVERABLE

Task	*Description*	*Total Fixed Amount Payable to Consultant Per Deliverable*	Total Amount Per Task
1.0	**Identify Goals and Objectives, establish TAC**		
2.0	**Summarize Existing Plans and Policies**		
	Draft Technical Memorandum #1	$5,500	
	Revised Technical memorandum #1	$1,000	
	Facilitation of TAC Meeting #1	$1,500	
	Subtotal		**$8,000**
3.0	**Create Alternatives and Evaluation Criteria**		
	Draft Evaluation Criteria	$4,500	
	Revised Evaluation Criteria	$1,500	
	Conceptual Master Plans	$17,000	
	Conceptual Master Plan Evaluation Brief	$5,000	
	Facilitation of TAC Meeting #2	$2,000	
	Facilitation of Open House #1, including materials	$5,500	
	Subtotal		**$35,500**
4.0	**Evaluate Alternatives, Financing Estimates**		
	Draft Technical Memorandum #2	$16,000	
	Revised Technical Memorandum #2	$1,500	
	Draft Technical Memorandum #3	$9,000	
	Revised Technical Memorandum #3	$1,000	
	Facilitation of TAC Meeting #3	$2,000	
	Subtotal		**$29,500**
5.0	**Selection of Preferred Alternative**		
	Draft Ranking of Alternatives Matrix	$4,500	
	Revised Draft Ranking of Alternatives Matrix	$1,000	
	Facilitation of TAC Meeting #4	$1,500	
	Presentation at City Planning Commission	$1,000	
	Subtotal		**$8,000**
6.0	**Draft Master Plan**		
	Draft Master Plan	$4,000	
	Draft Master Plan, version #2	$1,000	
	Draft Master Plan, version #3	$3,500	

Task	*Description*	*Total Fixed Amount Payable to Consultant Per Deliverable*	Total Amount Per Task
	Draft Master Plan version #4	$1,000	
	Facilitation of TAC Meeting #5	$1,000	
	Facilitation of Open House #2	$3,000	
	Subtotal		$13,500
7.0	**Final Master Plan, Amendments, Adoption**		
	Final Master Plan	$1,000	
	Materials for the PTA application and addendum to the TSP	$3,500	
	Materials for the City Planning Commission, including revisions to the PTA & TSP		
	Meeting with the City to discuss Planning Commission changes	$1,000	
	Materials for Council, including revisions to the PTA & TSP addendum		
	Submittal materials for Metro, DLCD and ODOT		
	Attend Planning Commission and City Council hearings (up to 2)		
	Subtotal		$5,500
	Project Total	$100,000	$100,000

City Budget

Task	**Total Amount Per Task**
Task 1: Identify Goals and Objectives, establish TAC	$500
Task 2: Summarize Existing Plans and Policies	$500
Task 3: Create Alternatives and Evaluation Criteria	$1,000
Task 4: Evaluate Alternatives, Financing Estimates	$2,500
Task 5: Selection of Preferred Conceptual Master Plan Alternative	$1,000
Task 6:Draft Master Plan	$5,000
Task 7: Final Master Plan, Amendments, Adoption	$7,000
Task 8: Project Management	$5,000
Total	$22,500

EXHIBIT B (Local Agency or State Agency)

CONTRACTOR CERTIFICATION

Contractor certifies by signing this contract that Contractor has not

(a) Employed or retained for a commission, percentage, brokerage, contingency fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract.

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant), any fee, contribution, donation or consideration of any kind for or in connection with, procuring or carrying out the contract, except as here expressly stated (if any).

Contractor further acknowledges that this certificate is to be furnished to the Federal Highway Administration, and is subject to applicable State and Federal laws, both criminal and civil.

AGENCY OFFICIAL CERTIFICATION (ODOT)

Department official likewise certifies by signing this contract that Contractor or his/her representative has not been required directly or indirectly as an expression of implied condition in connection with obtaining or carrying out this contract to:

(a) Employ, retain or agree to employ or retain, any firm or person or

(b) pay or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind except as here expressly stated (if any).

Department official further acknowledges this certificate is to be furnished to the Federal Highway Administration, and is subject to applicable State and Federal laws, both criminal and civil.

EXHIBIT C

Federal Provisions
Oregon Department of Transportation

I. CERTIFICATION OF NONINVOLVEMENT IN ANY DEBARMENT AND SUSPENSION

Contractor certifies by signing this contract that to the best of its knowledge and belief, it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery falsification or destruction of records, making false statements or receiving stolen property.

2. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification, and

3. Have not within a three-year period preceding this application/proposal had one or more public transactions (federal, state or local) terminated for cause or default.

Where the Contractor is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

List exceptions. For each exception noted, indicate to whom the exception applies, initiating agency, and dates of action. If additional space is required, attach another page with the following heading: Certification Exceptions continued, Contract Insert.

EXCEPTIONS:

Exceptions will not necessarily result in denial of award, but will be considered in determining Contractor responsibility. Providing false information may result in criminal prosecution or administrative sanctions.

The Contractor is advised that by signing this contract, the Contractor is deemed to have signed this certification.

II. INSTRUCTIONS FOR CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS–PRIMARY COVERED TRANSACTIONS

1. By signing this contract, the Contractor is providing the certification set out below.

2. The inability to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The Contractor shall explain why he or she cannot provide the certification set out below. This explanation will be considered in connection with the Oregon Department of Transportation determination to enter into this transaction. Failure to furnish an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the Department determined to enter into this transaction. If it is later determined that the Contractor knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government or the Department may terminate this transaction for cause of default.

4. The Contractor shall provide immediate written notice to the Department to whom this proposal is submitted if at any time the Contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms "covered transaction", "debarred", "suspended", "ineligible", "lower tier covered transaction", "participant", "person", "primary covered transaction", "principal", and "voluntarily excluded", as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the Department's Program Section (Tel. (503) 986-3400) to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The Contractor agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transactions with a person who is debarred, suspended, declared ineligible or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency entering into this transaction.

7. The Contractor further agrees by submitting this proposal that it will include the Addendum to Form FHWA-1273 titled, "Appendix B--Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions", provided by the Department entering into this covered transaction without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List published by the U. S. General Services Administration.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government or the Department, the Department may terminate this transaction for cause or default.

III. ADDENDUM TO FORM FHWA-1273, REQUIRED CONTRACT PROVISIONS

This certification applies to subcontractors, material suppliers, vendors, and other lower tier participants.

- Appendix B of 49 CFR Part 29.

Appendix B--Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion--Lower Tier Covered Transactions

Instructions for Certification

1. By signing and submitting this contract, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this contract is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction", "debarred", "suspended", "ineligible", "lower tier covered transaction", "participant", "person", "primary covered transaction", "principal", "proposal", and "voluntarily excluded", as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this contract that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this contract that it will include this clause titled, "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement list.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is

suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion--Lower Tier Covered Transactions

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department or agency.

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

IV. EMPLOYMENT

1. Contractor warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this contract and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Contractors, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranting, Department shall have the right to annul this contract without liability or in its discretion to deduct from the contract price or consideration or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

2. Contractor shall not engage, on a full or part-time basis or other basis, during the period of the contract, any professional or technical personnel who are or have been at any time during the period of this contract, in the employ of Department, except regularly retired employees, without written consent of the public employer of such person.

3. Contractor agrees to perform consulting services with that standard of care, skill and diligence normally provided by a professional in the performance of such consulting services on work similar to that hereunder. Department shall be entitled to rely on the accuracy, competence and completeness of Contractor's services.

V. NONDISCRIMINATION

During the performance of this contract, Contractor, for himself, his assignees and successors in interest, hereinafter referred to as Contractor, agrees as follows:

1. Compliance with Regulations. Contractor agrees to comply with Title VI of the Civil Rights Act of 1964, and Section 162(a) of the Federal-Aid Highway Act of 1973 and the Civil Rights Restoration Act of 1987. Contractor shall comply with the regulations of the Department of Transportation relative to nondiscrimination in Federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are incorporated by reference and made a part of this contract. Contractor, with regard to the work performed after award and prior to completion of the contract work, shall not discriminate on grounds of race, creed, color, sex or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the contract covers a program set forth in Appendix B of the Regulations.

2. Solicitation for Subcontractors, including Procurement of Materials and Equipment. In all solicitations, either by competitive bidding or negotiations made by Contractor for work to be performed under a subcontract, including procurement of materials and equipment, each potential subcontractor or supplier shall be notified by Contractor of Contractor's obligations under this contract and regulations relative to nondiscrimination on the grounds of race, creed, color, sex or national origin.

3. Nondiscrimination in Employment (Title VII of the 1964 Civil Rights Act). During the performance of this contract, Contractor agrees as follows:

a. Contractor will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin. Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment

without regard to their race, creed, color, sex or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship. Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notice setting forth the provisions of this nondiscrimination clause.

b. Contractor will, in all solicitations or advertisements for employees placed by or on behalf of Contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, sex or national origin.

4. Information and Reports. Contractor will provide all information and reports required by the Regulations or orders and instructions issued pursuant thereto, and will permit access to his books, records, accounts, other sources of information, and his facilities as may be determined by Department or FHWA as appropriate, and shall set forth what efforts he has made to obtain the information.

5. Sanctions for Noncompliance. In the event of Contractor's noncompliance with the nondiscrimination provisions of the contract, Department shall impose such agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

a. Withholding of payments to Contractor under the agreement until Contractor complies, and/or

b. Cancellation, termination or suspension of the agreement in whole or in part.

6. Incorporation of Provisions. Contractor will include the provisions of paragraphs 1 through 6 of this section in every subcontract, including procurement of materials and leases of equipment, unless exempt from Regulations, orders or instructions issued pursuant thereto. Contractor shall take such action with respect to any subcontractor or procurement as Department or FHWA may direct as a means of enforcing such provisions, including sanctions for noncompliance, provided, however, that in the event Contractor becomes involved in or is threatened with litigation with a subcontractor or supplier as a result of such direction, Department may, at its option, enter into such litigation to protect the interests of Department, and, in addition, Contractor may request Department to enter into such litigation to protect the interests of the State of Oregon.

VI. DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY

In accordance with Title 49, Code of Federal Regulations, Part 26, Contractor shall agree to abide by and take all necessary and reasonable steps to comply with the following statement.

DBE POLICY STATEMENT

DBE Policy. It is the policy of the United States Department of Transportation (USDOT) to practice nondiscrimination on the basis of race, color, sex and/or national origin in the award and administration of USDOT assist contracts. Consequently, the DBE requirements of 49 CFR 26 apply to this contract.

Required Statement For USDOT Financial Assistance Agreement. If as a condition of assistance the Agency has submitted and the US Department of Transportation has approved a Disadvantaged Business Enterprise Affirmative Action Program which the Agency agrees to carry out, this affirmative action program is incorporated into the financial assistance agreement by reference.

DBE Obligations. The Oregon Department of Transportation (ODOT) and its contractor agree to ensure that Disadvantaged Business Enterprises as defined in 49 CFR 26 have the opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds. In this regard, Contractor shall take all necessary and reasonable steps in accordance with 49 CFR 26 to ensure that Disadvantaged Business Enterprises have the opportunity to compete for and perform contracts. Neither ODOT nor its contractors shall discriminate on the basis of race, color, nauonal origin or sex in the award and performance of federally-assisted contracts. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of such contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as ODOT deems appropriate.

The DBE Policy Statement and Obligations shall be included in all subcontracts entered into under this contract.

Records and Reports. Contractor shall provide monthly documentation to Department that it is subcontracting with or purchasing materials from the DBEs identified to meet contract goals. Contractor shall notify Department and obtain its written approval before replacing a DBE or making any change in the DBE participation listed. If a DBE is unable to fulfill the original obligation to the contract, Contractor must demonstrate to Department the Affirmative Action steps taken to replace the DBE with another DBE. Failure to do so will result in withholding payment on those items. The monthly documentation will not be required after the DBE goal commitment is satisfactory to Department.

Any DBE participation attained after the DBE goal has been satisfied should be reported to the Departments.

DBE Definition. Only firms DBE certified by the State of Oregon, Department of Consumer & Business Services, Office of Minority, Women & Emerging Small Business, may be utilized to satisfy this obligation.

CONTRACTOR'S DBE CONTRACT GOAL

DBE GOAL ___0___ %

By signing this contract, Contractor assures that good faith efforts have been made to meet the goal for the DBE participation specified in the Request for Proposal/Qualification for this project as required by ORS 200.045, and 49 CFR 26.53 and 49 CFR, Part 26, Appendix A.

VII. LOBBYING

The Contractor certifies, by signing this agreement to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The Contractor also agrees by signing this agreement that he or she shall require that the language of this certification be included in all lower tier subagreements, which exceed $100,000 and that all such subrecipients shall certify and disclose accordingly.

FOR INQUIRY CONCERNING ODOT'S DBE PROGRAM REQUIREMENT CONTACT OFFICE OF CIVIL RIGHTS AT (503)986-4354.

Attachment 13

City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

September 14, 2007

Ariene Loble, City Manager
City of Wilsonville
29799 SW Town Center Loop E
Wilsonville, OR 97070

SUBJECT: Coffee Creek Master Plan Ordinance No. 837

Dear Ms. Loble:

Thank you for discussing with Tualatin the Coffee Creek Master Plan (CCMP) item that is scheduled for the September 17, 2007 Wilsonville City Council agenda.

This plan has certainly been complicated by the planning efforts surrounding the I-5 to 99W Connector and the determination of who will plan the area between Tualatin and Wilsonville. We understand that the CCMP deals exclusively with areas south of Day Road. Because this area is outside of the general areas of corridor alignments 4D, 4E, 5B, identified by the Policy Steering Committee (PSC) on August 22, 2007, it appears that this area is not impacted by the location of a new I-5 to 99W Connector facility.

We note that the Enhance Existing System Alternative (EESA) indicates potential improvements to Tonquin Road, Grahams Ferry Road, Day Road, and Boones Ferry Road in the vicinity of the CCMP. It also indicated several improvements to existing roads in the Tualatin area. These improvements may be determined to be larger than what is currently shown in our current plans. We will not know this until more work is done on the connector project.

If the EESA were the preferred alternative, I would expect that both Tualatin and Wilsonville could have to make significant changes to our plans to be in conformance with the Regional Transportation Plan. This will involve a significant amount of public input and formal council actions for both cities to amend our development codes.

We appreciate the cooperation of you and your staff about the joint planning of the area between Tualatin and Wilsonville. It appears we are getting closer to the PSC selecting a preferred alternative of the I-5 to 99W Connector project and we are looking forward to beginning the joint planning of the area between Tualatin and Wilsonville.

Best Regards,

Sherilyn Lombos
City Manager

SL/mm

DRAFT

MEMORANDUM OF UNDERSTANDING
BETWEEN **WASHINGTON COUNTY AND THE CITY OF WILSONVILLE**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is entered into between WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as the "COUNTY", and the CITY OF WILSONVILLE, an incorporated municipality of the State of Oregon, hereinafter referred to as the "CITY".

WHEREAS, the CITY, COUNTY, Metro and other governmental bodies entered into a Partnering Agreement on October 17, 2005 identifying the missions and expectations of the I-5 to 99W Connector Project Steering Committee (PSC);

WHEREAS, the primary role of the PSC is to pursue funding of the I-5 to 99W Connector Project and explore whether a single project can adequately meet the needs of the local communities and regional transportation needs;

WHEREAS, the PSC identified alternative locations for the I-5 to 99W Connector Project as provided in Exhibit 1;

WHEREAS, the CITY has been actively developing a master plan for property that is identified as Exhibit 2 to this MOU (referred to herein as Coffee Creek I)

WHEREAS, the COUNTY and CITY have entered into an Urban Planning Area Agreement (UPAA) that conditionally delegates planning authority from the COUNTY to the CITY in the Coffee Creek I area;

WHEREAS, based on concerns the COUNTY expressed with regard to impacts from planning and development in the Coffee Creek I area on the I-5 to 99W Connector Project, the UPAA requires selection of the final preferred alternative as a condition precedent to delegating planning authority;

WHEREAS, the CITY expressed a desire to move forward with adopting comprehensive plan amendments for the Coffee Creek I area prior to selection of the final preferred alternative for the I-5 to 99W Connector Project;

WHEREAS, the UPAA also allows delegation of planning authority to the CITY in the Coffee Creek I area prior to selection of the final preferred alternative for the I-5 to 99W Connector Project if the CITY provides road right-of-way reservations or such other assurances to preserve right of way for the I-5 to 99W Connector Project; and

WHEREAS, the COUNTY and the CITY desire to enter into a MOU consistent with the authority provided for in Section III(C) of the UPAA to delegate planning authority prior to selection of the final preferred alternative for the I-5 to 99W Connector Project.

NOW THEREFORE, THE COUNTY AND THE CITY AGREE AS FOLLOWS:

1. Location. The area affected by this MOU is the Coffee Creek I area as provided in Exhibit "A" hereto and consistent with the UPAA.

2. Connector Alternatives. The Project Steering Committee selected alternatives for the I-5 to 99W Connector Project as provided in Exhibit "B" (referred to herein as "selected alternatives").

3. Assurances. Consistent with Section III(C) of the UPAA, the COUNTY and the CITY agree to the following assurances to preserve the right-of-way for the selected alternatives:

A. the CITY shall provide a condition in the adopting ordinance that the comprehensive plan amendments for the Coffee Creek I area are effective upon annexation of the property to the city;

B. the CITY shall provide a condition in the adopting ordinance or include in the text of the comprehensive plan amendments for the Coffee Creek I area that the CITY will adopt amendments to the CITY's Transportation System Plan and such other regulations as are necessary for and consistent with any amendments to the Regional Transportation System Plan adopted by Metro for the I-5 to 99W Connector Project;

C. the CITY shall require a waiver of any rights under Measure 37 and Measure 49 as part of any development agreement entered into as a condition to annexing to the City for any land use restrictions imposed as a result of amendments adopted under this Section to the extent permitted by law; and

D. the CITY shall reserve sufficient right-of-way and setbacks to accommodate the future widening of Day Road to a five-lane arterial standard (based on CITY'S arterial standards) if necessary for and consistent with the I-5 to 99W Connector Project selected by the Project Steering Committee as a part of any future jointly planned (with Tualatin) comprehensive plan amendments for or master planning of the area adjacent to and north of the Coffee Creek I area.

4. Intent. It is the intent of the CITY and the COUNTY that the assurances provided in #3 above satisfy the conditions precedent to delegating planning authority to the CITY consistent with Section III(C) of the UPAA. It is further agreed to by both the CITY and the COUNTY that this MOU is not intended in any way to obligate the CITY to fund in whole or in part any such improvements as may be required to implement the assurances discussed herein.

///

///

5. Term. This MOU shall become effective upon full execution by the COUNTY and the CITY. The effective date of this MOU shall be the last date of signature on the signature pages.

IN WITNESS WHEREOF the parties have executed this Memorandum of Understanding on the date set opposite their signatures.

CITY OF WILSONVILLE

_____ Date:_____
Mayor Charlotte Lehan

Approved as to form:

_____
Attorney

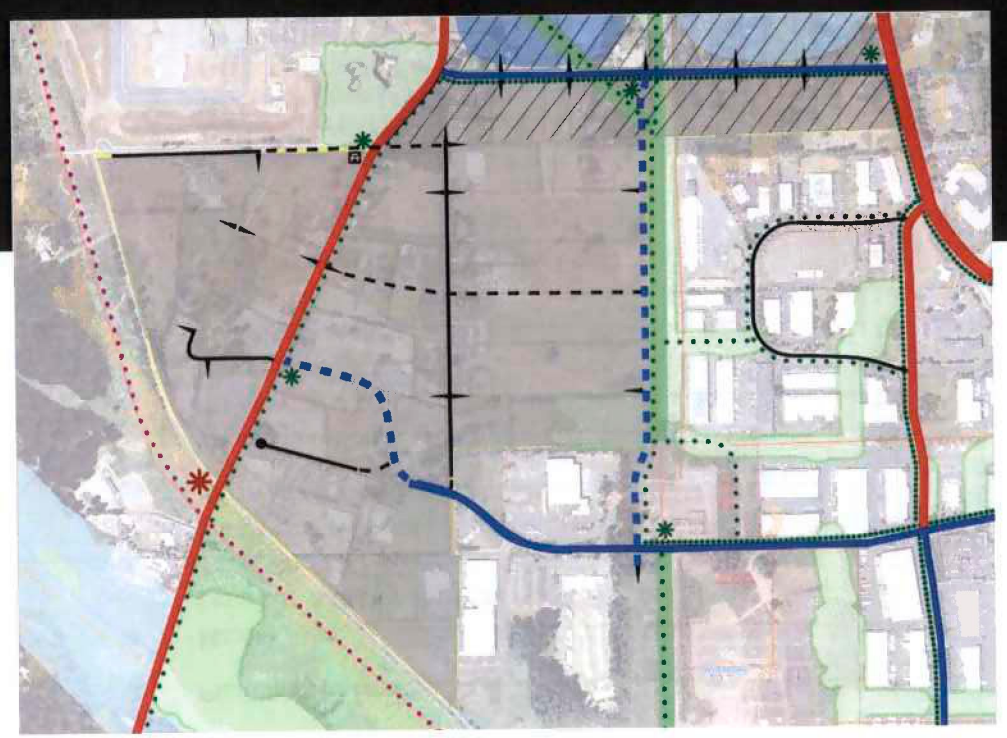
WASHINGTON COUNTY

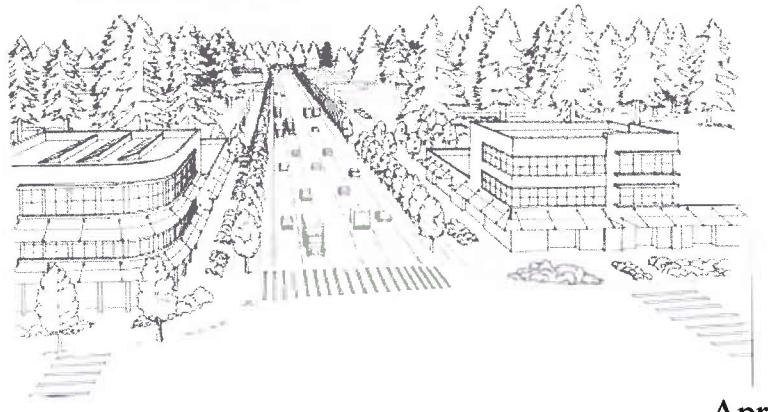
_____ Date:_____
Chair Tom Brian

Approved as to form:

_____
Attorney

COFFEE CREEK MASTER PLAN





Prepared for:

City of
WILSONVILLE

Prepared by:
Otak, Inc.
DKS Associates, Inc.

April 23, 2007

CONTENTS (VOLUME I: SUMMARY REPORT)

Section		Page
1	**Introduction**	**1**
	Purpose and Objectives	1
	Context and Setting	2
2	**Planning Process**	**5**
3	**Master Plan**	**8**
	Land Use and Development Plan	8
	Traffic Analysis	11
	Infrastructure Needs	15
	Parks and Recreation	17
4	**Implementation**	**18**
	Provision of Urban Services	18
	Cost Estimates	18
	Funding Strategies	19
	Economic & Fiscal Impacts	19
	Consistency with City Plans and Policies	20

Tables

1	Master Plan Summary	2
2	Master Plan Evaluation Goals	5
3	PDI-RSIA Zone District Uses	8
4	Assumptions for PDI-RSIA Zone District	9
5	Master Plan Area	11
6	2030 No Build Transportation Projects	12
7	2030 Master Plan Transportation Projects	14
8	Estimated Capital Costs	18
9	Wilsonville TSP Amendments	20-21

Figures

1	Location Map	3
2	Existing Conditions	7
3	Preferred Master Plan	10
4	Day Road Design Overlay	22
5	Collector Green Street Standard	22

Appendices (Located in Volume II)

A	PAC Meeting Documentation
B	Public Input Documentation
C	Existing Policies Overview
D	Plan Alternatives Evaluation
E	Existing Conditions Maps
F	Future Conditions Maps
G	Traffic Analysis
H	Fiscal/ Annexation Analysis
I	Draft Code Amendments

The City of Wilsonville Industrial Lands Master Planning Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

Project Staff

CITY OF WILSONVILLE

Sandi Young, AICP

Chris Neamtzu, AICP

Linda Straessle

OTAK, INC.

Todd Chase, AICP LEED

Chunlin Yang

Michelle Stephens

Jerry Markesino, P.E.

Kathryn Yagodinski

DKS ASSOCIATES

Scott Mansur, P.E.

Christopher Maciejewski

Technical Advisory Committee

CITY OF WILSONVILLE

Eldon Johansen

John Michael

METRO

Paul Ketchum and Sherry Oeser

OREGON DEPARTMENT OF TRANSPORTATION

Marah Danielson

Andrew Johnson

WASHINGTON COUNTY

Steve Kelley

DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

Stacy Humphrey

CITY OF TUALATIN

Doug Rux

CITY OF SHERWOOD

Julia Hajduk

PROPERTY OWNERS

Linda Becker

Chris and Sonya Bickford

Karen Bragg Pursley

David Brown

Brian Clopton, Clopton Excavating

Joe Curran, Specht Development

Irene & Louis Flannery

Ron Gainer

Joe Hatch, HatchWestern Co. Inc.

Rob Hatch, HatchWestern Co. Inc.

Mark Hughes

Kyle Jensen

Beoma Jensen

Bob Jonas

Ron Kief

Rhys Konrad

Kurt Kreitzer

Art Krueger, PGE

Dick Kruger

Tim Marshall, MBI

Kevin McCoy

Darren Pennington

Ray Phelps, United Disposal

Stacy Rumgay

Ron Snyder

Monica Stafflund, BPA Realty Specialist

Jean Taylor

Steve Taylor

Glen Wetzel

Buz Wiedemann

Heidi Williams, Clopton Excavating

Della Wyatt

INTERESTED PEOPLE

Ben Altman, SFA Design Group, LLC

Ross Conner, Norris Beggs Simpson

Janice Doefleur

Ed Dubrava, Showplace Landscapes

Martin Eberle

Clif Finnell, GVA Kidder Mathews

Molly Hart, Clopton Excavating

Brent Hedberg, Specht Properties/Specht Development

Todd Hickok

Julie Kahoe

Chuck Kimball, Riverwood Properties

Greg Leo, The Leo Company

John Ludlow

Louis Macovsky

Justin Mewhinney, ReMax

Tom Moes, Root Holdings, LLC

Mike Newman, Grubb & Ellis

Stu Peterson, Macadam Forbes

Travis Preece, West Hills Development

Don Richards, Thompson Property

Susan Rychlick, John L. Scott Realty

Henry Schulte

Lucia Shin

Peter Stalick, Assoc. Vice President GVA Kidder Mathews

Gabriel Sugarman

Terry Tolls, T.N. Tolls Company

Ryan Warnick

Doris Wehler

Mark West, RVs To Go

Frank Westfall

Corey Zielsdorf

1 Introduction

The Coffee Creek planning effort is being conducted to create a detailed transportation and land use plan for the area located near northwest Wilsonville in unincorporated Washington and Clackamas Counties (see Figure 1). The Coffee Creek Industrial Area is being planned in two parts, including a Master Plan (this document) with a detailed strategy for urbanizing the area South of Day Road, and a separate Concept Plan north of Day Road for long-range planning.

An Urban Reserve Plan was prepared by Otak, Inc. in 1998 as a Concept Plan for the area south of Day Road. Metro followed up with a 2002 decision to annex Area 42 into the Metro Urban Growth Boundary (UGB) to allow urban services to extend to the Coffee Creek Correctional Facility, and set the stage for additional industrial development south of Day Road.

In 2004, Metro added additional land to the Metro UGB north of Day Road and east of the Portland and Western Railroad, but conditioned future annexation north of Day Road on the decision regarding a preferred location for the future I-5/Highway 99W Connector route.[1] Hence this Master Plan focuses only on the area south of Day Road.

[1] When Metro adopted the 2004 UGB expansion, they included conditions (Ordinance #04-104B, Exhibit F) that only pertain to the UGB expansion area north of Day Road. Those conditions require the area north of Day Road o complete Title 11 planning within 2 years from decision of a connector ROW location. Also, those conditions indicate that Title 11 planning can occur North of Day Road as long as it incorporates the general location of the Connector and the Tonquin Trail per Metro 2004 RTP.

Purpose and Objectives

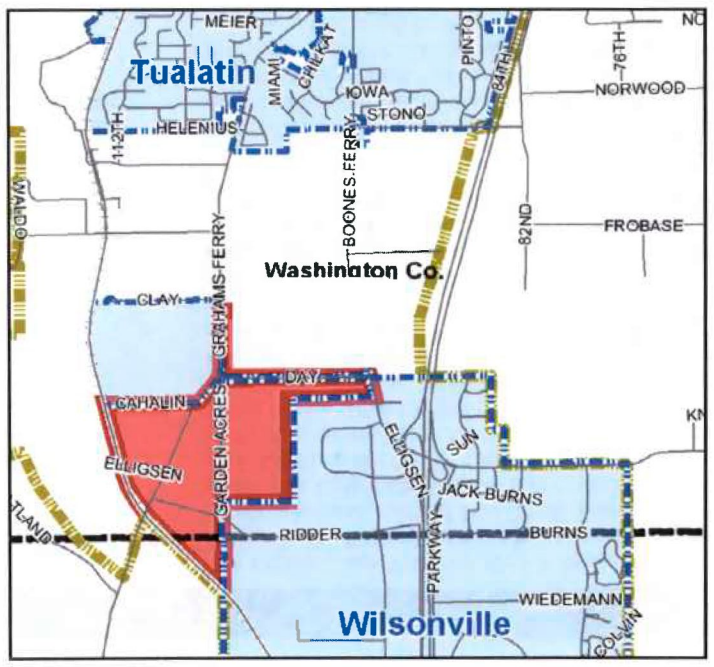
The south Metro region has experienced rapid growth over the past two decades. The Cities of Wilsonville, Tualatin and Sherwood have undergone significant increases in population, households and employment. As future growth continues, these cities need to carefully consider the affects of new development on existing and planned public facilities, including roads, transit, sewer, water, and parks facilities. Coordinated planning also needs to continue on the potential I-5/99W Connector, Kinsman Road, and larger transportation planning efforts in the Metro Region.

The Objectives for the Coffee Creek Industrial Area planning project include:

- Conducting an effective public involvement program.
- Creating a detailed transportation and land use Master Plan for the area South of Day Road consistent with the Concept Plan that was completed in 1998.
- Continuing to work with involved public and private stakeholder on the potential I-5/99W Connector.
- Identifying infrastructure improvements needed to mitigate future development.
- Analyzing the costs, funding sources, and phasing options for infrastructure improvements.
- Allowing efficient and cost-effective industrial development to proceed south of Day Road, with local adoption of the Master Plan and necessary changes to the City's Comprehensive Plan, Development Code and Transportation System Plan.

Context and Setting

The Coffee Creek Industrial Area includes a Master Plan for 216 +/- gross acres south of Day Road. The Master Plan area is "sandwiched" between City of Wilsonville municipal boundaries. It is primarily located in unincorporated Washington County, with a small triangle (south of Clutter Road) located in unincorporated Clackamas County. The Master Plan area is generally bounded by the Coffee Creek Correctional Facility and Day Road on the north, the Portland and Western Railroad to the west and south, and the existing city limits to the east. Please refer to Figure 1.



Plan Summary

Key features of the Master Plan for the area south of Day Road are summarized in Table 1.

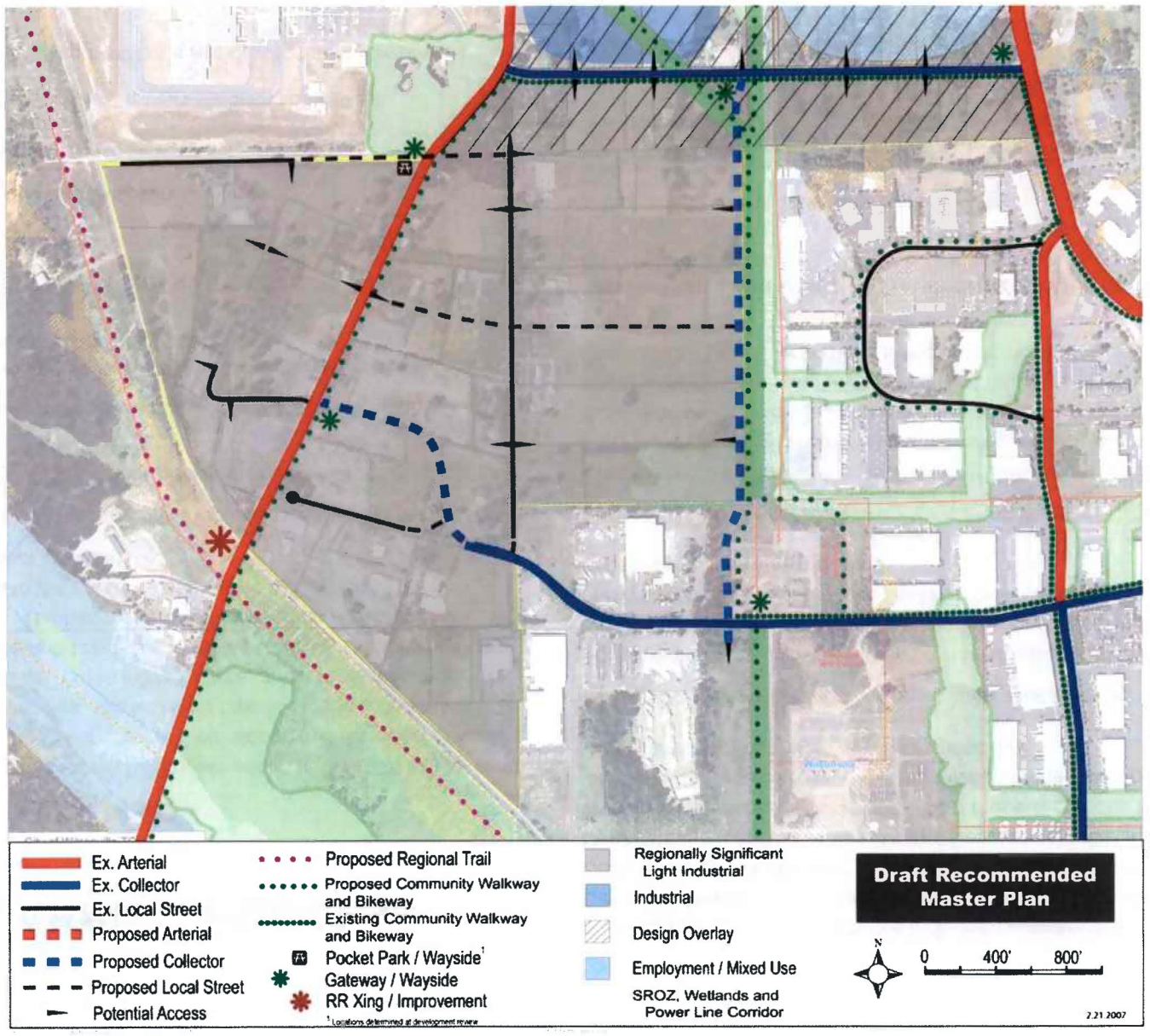
TABLE 1
Master Plan Summary

Element	Description
Land Use	Regionally Significant Industrial Area; allows light industrial with strict limits on non-industrial uses.
Transportation	Primary access is planned from I-5/Elligsen Road via SW Boones Ferry Road and Day Road. Access will also be provided via Grahams Ferry Road, Ridder Road, and the planned Kinsman Road. Transit routes are located within a 1/2 mile walk of the Master plan area, with bus stops located near Commerce Circle/95th Avenue.
Water	The City operated Willamette River Water Treatment Plant provides the City's water needs, with its main transmission line that runs up Kinsman Road (south of the Master Plan area). The City's Water Master Plan includes a capital improvement phasing plan that serves the Coffee Creek Industrial Master Plan area.
Sewer	The Coffee Creek Master Plan area is to be served with sanitary sewer by the City of Wilsonville and is reflected as Urban Planning Area 4 (UPA-4) in the City's Sewer Master Plan. This area was assumed to include the Coffee Creek Correctional Institution (on 113-acres) and Master Plan area. Future unit flow assumptions for industrial uses were forecasted to be 2,000 gallons/day/acre. After considering factors for average daily flows, the industrial portion of UPA-4 is assumed to generate 626,000 gallons per day (gpd) of sewer flow at build-out.

TABLE 1
Master Plan Summary

Element	Description
Storm Drainage	The Coffee Creek Planning Area is located within the Coffee Creek Basin. The north tributary to Basalt Creek is located south of Day Road. Basalt Creek drains into Coffee Creek Lake and extends north of Day Road into the City of Tualatin UGB. The Wilsonville Storm Water Master Plan and the Coffee Creek Master Plan identifies potential regional detention facilities in the Coffee Creek Planning Area as effective pollution reduction facilities. In addition, all surface water generated by private development would be handled and treated on site, and with subdistrict facilities, such as detention swales and ponds. The Master Plan also supports construction of "green street design standards" for collector street improvements including Kinsman Road and Grahams Ferry Road.
Parks and Recreation	The Master Plan minimizes potential adverse effects on resources, by identifying and protecting areas within the Significant Resource Overlay Zone, and promotes a variety of open spaces, parks, waysides, and linear pathways for employees and residents.

FIGURE 1. COFFEE CREEK RECOMMENDED MASTER PLAN



2 PLANNING PROCESS

What is a Master Plan?

A Master Plan guides how land newly added to the UGB will be used, provided with urban services, and developed in the context of existing adjacent communities. Master Plans typically focus on issues of land use, transportation, public infrastructure, and natural resources, are defined in Statewide Land Use Planning Goal 14: Urbanization, and Metro Title 11. The basic parts of a master plan are listed below, with those relevant to the scope for the Coffee Creek Master Plan document shown in italics.

1. *Orderly, economic provision for public facilities and services;*
2. *Availability of sufficient land for the various uses to insure choices in the market place;*
3. LCDC goals or the acknowledged comprehensive plan;
4. Encouragement of the development within urban areas before conversion of urbanizable areas.

How Was the Plan Developed?

The planning process consisted of four key components:

- Input from the Plan Advisory Committee
- Involvement of stakeholders and the public
- Establishment of Master Plan goals and objectives
- Review of existing conditions and development alternatives

INPUT FROM TECHNICAL ADVISORY COMMITTEE

Development of the Master Plan was guided by input from a multi-agency Planning Advisory Committee that met four times during the planning process. This Committee included representatives from the City of Wilsonville, City of Tualatin, City of Sherwood, Washington County, Oregon Department of Transportation (ODOT), Oregon Department of Land Conservation and Development (DLCD), Wilsonville Chamber of Commerce, local property owners, and industrial real estate brokers. Documentation of the Planning Advisory Committee meetings is provided in Appendix A.

INVOLVEMENT OF STAKEHOLDERS AND THE PUBLIC

The broader community was involved in the Master Plan process through public invitation to the Planning Advisory Committee Meetings, and a public open house event. Documentation of the public open house is provided in Appendix B.

ESTABLISHMENT OF MASTER PLAN EVALUATION CRITERIA

Evaluation criteria for the Master Plan alternatives were established early in the planning process by the Planning Advisory Committee. The evaluation criteria included general goals and more specific objectives which were reviewed and affirmed by the Planning Advisory Committee. Table 2 provides a listing of the evaluation criteria.

Table 2
Master Plan Land Use and Transportation Alternatives Evaluation Goals

1 Local, Regional and State Plans (consistency)
2 Adequate Transportation (multimodal facilities and connections)
3 Adequate Public Facilities (public/private cost sharing)
4 Citizen/Stakeholder Participation and Property Owner Support
5 Maintain High Quality Industrial Development

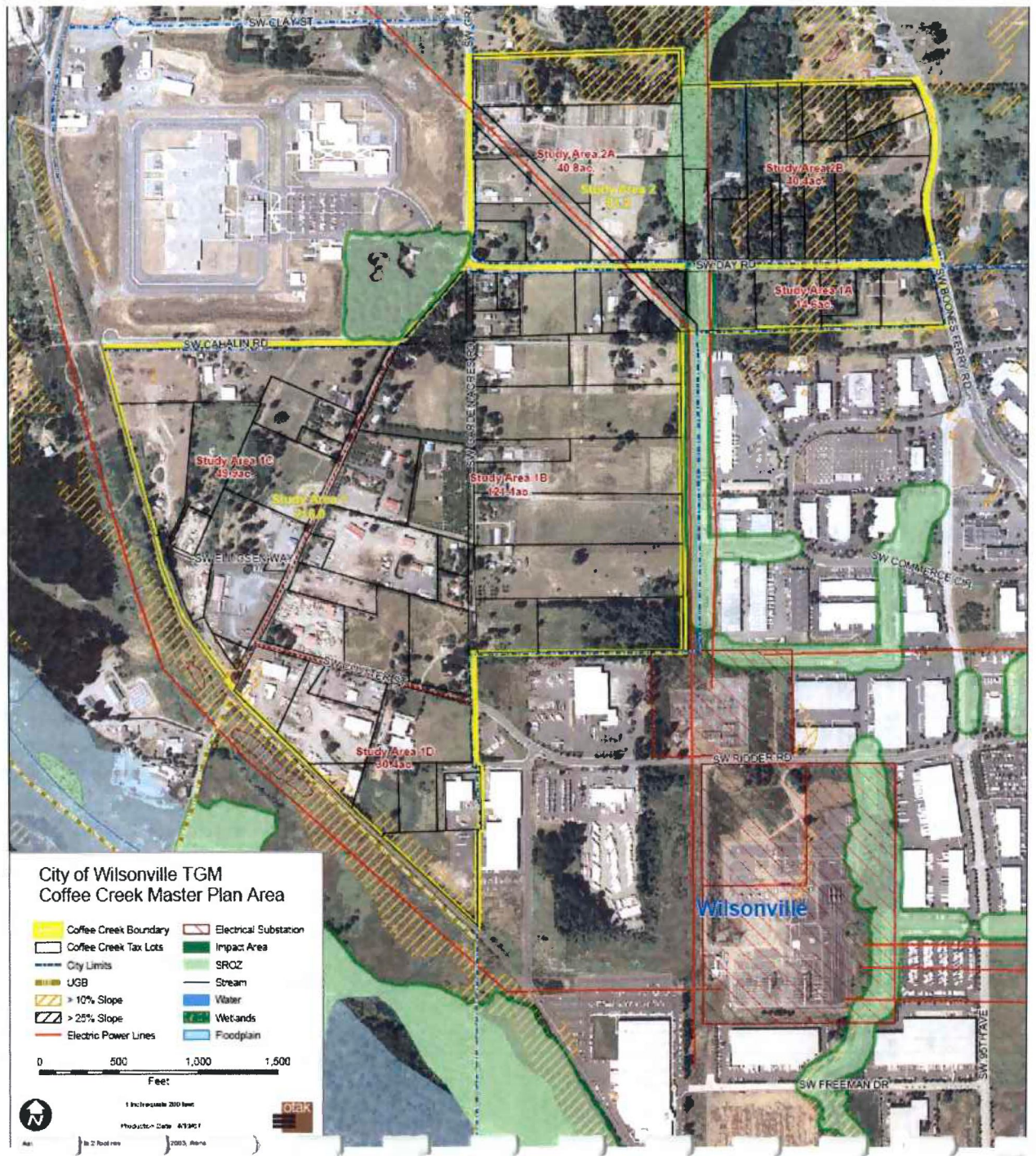
These goals were used to prepare detailed plan evaluation objectives and review criteria which are summarized in Appendix D.

REVIEW OF EXISTING CONDITIONS

The first portion of the technical work for the Master Plan focused on the review and analysis of existing conditions. This included a document review, site visit, and an analysis of land use policies, and transportation and infrastructure conditions. Figure 2 reflects existing tax lots, slopes, and Significant Resource Overlay Zone.

Existing conditions documentation, including a summary of land use and infrastructure policies and plans are included in Appendix C, and a traffic impact assessment (Appendix D). Maps illustrating key existing public facilities are included in Appendix E.

FIGURE 2. EXISTING CONDITIONS



3 MASTER PLAN

The Master Plan is described in the text below and illustrated in Figure 2. The Master Plan was selected following the development and evaluation of two land use/transportation alternatives. Please refer to Appendix D for a summary of the evaluation results.

Land Use and Development Plan

ZONING

In adding the Master Plan area to the UGB, Metro required the City to agree to plan the land to be used for Regionally Significant Industrial purposes: which allow large lot and standard industrial users; and limit non-industrial uses. When land in the Master Plan area is annexed to the City of Wilsonville, the land shall be zoned Planned Development Industrial – Regionally Significant Industrial (PDI-RSIA).

Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA) is the City's newest industrial zone district. This zone designation currently applies to the Coffee Creek Master Plan area and two others in the city. It is appropriate for most light manufacturing, warehousing, distribution, and flex uses. Corporate headquarters and technology campuses are also allowed. Retail and service uses are allowed as long as their uses are limited in floor area as to not exceed 3,000 square feet per use in one building, and not more than 20,000 square feet in multiple buildings. Office uses must not exceed 20% of total floor area within a site. Prohibited uses include any use that violates performance standards regarding: screening of outdoor storage; vibration; emission of odorous gases; night time operations; heat and glare; dangerous substances; liquid and solid wastes; noise; electrical disturbances; discharge standards; open burning; and unscreened outdoor storage.

The PDI-RSIA designation will help meet the Region's documented needs for high wage light industrial development, and provide a land use type that is compatible with surrounding industrial uses, and the Coffee Creek Correctional Facility.

Key development assumptions associated with the PDI-RSIA planning designation are shown on Tables 3 and 4.

Table 3
Permitted Uses within PDI-RSIA Zone District

Industrial Uses	
Warehousing & distribution	P
Outdoor Storage (with proper screening)	P
Product assembly and packing	P
Light manufacturing and processing	P
Motor vehicle services (ancillary only)	P
Fabrication	P
Office complexes- technology or corporate headquarters	P
Call Centers	P
Research & Development, laboratories	P
Industrial Services	P
Product repair, finishing and testing	P
Residential Uses	
Residential Uses (not to exceed 10% of total floor area)	P

TABLE 3 (continued)

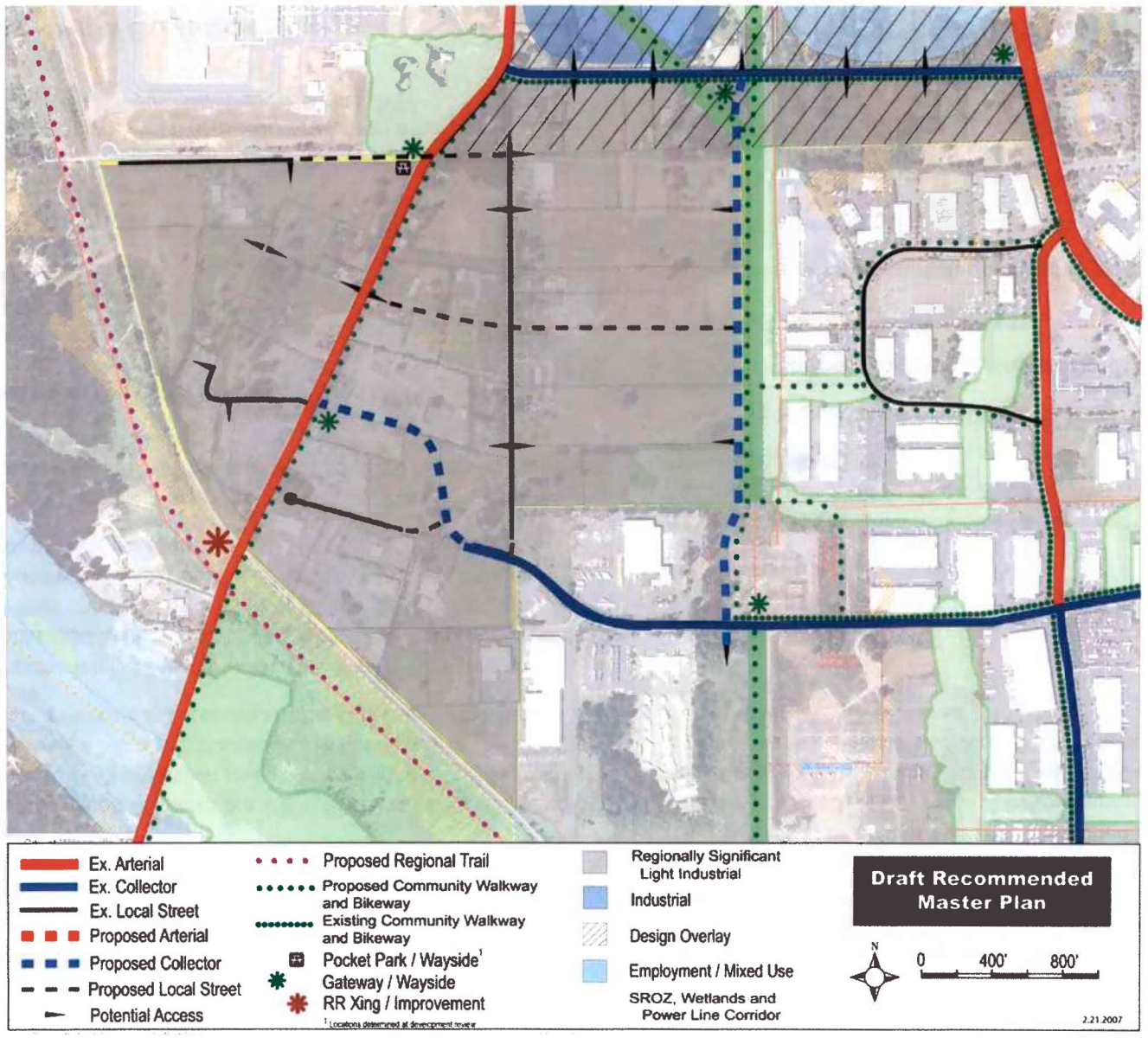
Commercial Uses	
Service or retail uses (not to exceed 3,000 s.f. in floor area in single building or 20,000 s.f. within multiple buildings.	P
Office complexes (not to exceed 20% of total floor area within a site)	P
Training facilities with primary purpose to meet industrial needs	P
Temporary buildings or structures (removed within 30 days)	P
Public and Other Uses	
Pubic facilities (e.g., utilities, school district bus facilities, public works yards, vehicle storage)	P
Accessory Uses, incidental to permitted uses	P
Expansion of buildings or uses approved prior to Oct. 25, 2004 of up to 20% of added floor area and/or 10% of added land area	P
Other uses, per judgment of Planning Director to be consistent with purpose of PDC Zone	P
Public park and recreation facility and open space	P

Notes: P = Permitted Use. Source: Wilsonville Development Code, Chapter 4, Section 4.135.5.

TABLE 4
Development Assumptions for PDI-RSIA Zone District

Parking	0.3 spaces/1,000 square feet of building area for storage, warehouse, wholesale, rail or truck freight operations. Maximum of 0.5/1,000 sq.ft. 1.6 spaces/1,000 minimum for manufacturing establishments. No maximum limit.
Setbacks	Front: 30 feet Side/back: 30 feet
Landscaping and Open Space	At least 15% of the site must be landscaped. Parking lots with more than 200 cars require additional tree planting, and pedestrian paths.
Design Review and Performance Standards	New Design Overlay Zone recommended for properties fronting Day Road. Additional performance standards apply to: screening of outdoor storage; vibration; emission of odorous gases; night time operations; heat and glare; dangerous substances; liquid and solid wastes; noise; electrical disturbances; discharge standards; open burning; open storage; light pollution and inadequate landscaping.
Minimum Lot Size	There are no tax lots greater than 50 acres in the Master Plan area. Parcels less than 50 acres are allowed land divisions in conformance with an approved site master plan. Minimum lot size dimensions are 160 feet by 160 feet.
Maximum Structure Height	No set minimum or maximum.

FIGURE 3. RECOMMENDED MASTER PLAN, PHASE 1



DEVELOPABLE AREA

Of the approximately 216 acres in the Master Plan area, the actual developable area is reduced by the following factors shown in Table 5, including:

- Approximately 2.4 acres are within Significant Resource Overlay Zone (SROZ) protection areas. This estimate of SROZ land area assumes a 3.6 acre reduction in SROZ mapped land within the Master Plan area is approved by the City Council this year.
- Approximately 12.9 acres within the Master Plan area are considered to be within un-developable easements or public right-of-ways controlled by the City of Wilsonville, Portland and Western Railroad, Portland General Electric, and Bonneville Power Administration.
- Approximately 4.4 acres are within areas that include slopes greater than 10%, which may be considered too steep for certain types of industrial uses.

Table 5 Master Plan Area, Existing Land Use Constraints

	Acres
SROZ*	2.4
Easements & R.O.W.	12.9
Slopes>10%	4.4
Unconstrained Area	195.6
Total Gross Acres (approximate)	216.0

**Significant Resource Overlay Zone per City of Wilsonville ordinance. Includes 3.6 acre SROZ reduction amendment that is pending Council approval as of May 2007*

FUTURE URBAN EXPANSION

When the Master Plan area is annexed into the City of Wilsonville, it will form the northwestern city limits. The land to the north and west of the Master Plan area is designated by Metro for industrial development. The Master Plan for the area south of Day Road was prepared with a simultaneous analysis of development alternatives for an area north of Day Road as part of a separate Concept Planning effort by the City of Wilsonville. The City wanted to conduct the Concept Plan north of Day Road to better understand development opportunities and constraints north of Day Road, and to evaluate potential traffic impacts of additional development in the vicinity of the Coffee Creek Master Plan area.

Traffic Analysis

BACKGROUND

As part of the traffic analysis for the Coffee Creek Master Plan, DKS Associates performed an evaluation of existing conditions of the following intersections:

- I-5 Northbound Ramp @ Boones Ferry Road-Elligsen Road;
- I-5 Southbound Ramp @ Boones Ferry Road-Elligsen Road;
- Boones Ferry Road @ Day Road
- Boones Ferry Road @ Commerce Circle/95th Avenue
- Grahams Ferry Road @ Clutter/Ridder
- Grahams Ferry Road @ Day Road
- Grahams Ferry Road @ Tonquin Road
- Day Road @ Kinsman Road (future)
- Ridder Road @ Kinsman Road (future)

The traffic impact analysis was conducted for the City and ODOT to ascertain the specific capacity and multimodal improvements needed

to accommodate planned development, and to recommend appropriate amendments to the City and County Transportation System Plans.

RECOMMENDED MITIGATION MEASURES

To maintain adequate traffic performance standards within the study area during the PM peak period, mitigation measures are necessary to reduce the negative transportation impacts of future traffic growth.

NON-PROJECT ORIENTED TRANSPORTATION MITIGATION (NO BUILD AND SAFETY)

The following measures are related to estimated traffic growth on study area roadways. These mitigations would be necessary whether or not the Coffee Creek industrial area was developed. Additional safety related mitigations have been identified as well. Non-project oriented mitigations are summarized in Table 6.

Table 6: 2030 No Build and Safety Related Mitigations (PM Peak Hour)

Intersection	Recommended Mitigation
Tonquin/SW Grahams Ferry Road	• Install eastbound left turn lane • Install northbound left turn lane • Install traffic signal
Day Road/Boones Ferry Road	• Construct a four-lane roadway on Boones Ferry Road north of Day Road.
Kinsman Rd. Extension	• Construct two-lane extension of Kinsman Road from RxR tracks to Day Road. • Construct traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections. • Construct left turn pockets on all approaches at the Kinsman Road/Ridder Road intersection.

	• Construct an eastbound right turn lane on 95th Avenue. The eastbound approach would consist of a shared through-left turn lane and dual right turn lanes. • Stripe a westbound separate left turn pocket on the private industrial park approach • Install median on 95th Avenue to modify the Commerce Circle north approach to 95th Avenue to right in and right out movements only. The median would provide for improved operation of the intersection and increased storage with the existing center turn lane being available for left and through movements. • Construct a second northbound left turn pocket on Boones Ferry Road at 95th Avenue. Additional widening for two southbound through lanes (a minimum of 500' plus taper) would be required on 95th Avenue to facilitate the dual left turns.
Boones Ferry Road/95th Avenue	
Grahams Ferry Road/Clutter Road	• Construct a westbound left turn pocket on Clutter Road • Construct a southbound left turn pocket on Grahams Ferry Road • Construct a traffic signal

Safety Improvement	**Recommendation**
Grahams Ferry Road Grade Separated Railroad Crossing	• Reconstruct Grade Separated Railroad Crossing to City of Wilsonville Minor Arterial standards.
Clutter Road/Grahams Ferry Road Intersection Sight Distance	• Realign Clutter Road to the North as shown in Alternative 2.
Boones Ferry Road Horizontal Curve	• As part of the Boones Ferry Road widening, bring horizontal curve up to current standards.

As new industrial development is added in the Coffee Creek Master Plan area south of Day Road, additional transportation improvements would be required. The following measures as shown in Table 7 are related to the impacts of the proposed Coffee Creek Master Plan area south of Day Road. The mitigations as shown are in addition to the improvements identified for the 2030 No build scenario.

Table 7: Coffee Creek Master Plan Area South of Day Road Mitigations

Intersection/ Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound left turn pocket
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

Transit, Bicycle and Pedestrian Facilities

There are currently few existing bicycle and pedestrian facilities and no transit service within the Coffee Creek Master Plan area today. The closest transit stop is located nearby with a SMART bus line that provides stops along 95th Avenue and Commerce Circle (within ½ mile of the Master Plan area).

In addition to providing bike lanes and sidewalks or pathways along planned collectors and arterial roadways, the Master Plan supports local and regional pedestrian and bicycle trail connections that are consistent with the City's Parks and Open Space Plan. These future pathways can be constructed within existing power line easement corridors and should connect with Metro's planned regional trail that will parallel the Portland and Western Railroad. Please refer to Appendix F for a map of existing and planned parks and natural areas and trails.

A pedestrian/bicycle trail connection is recommended between the planned Kinsman Road and Commerce Circle to provide more direct, safe and convenient access to existing SMART bus service. Future transit service routes and bus stops are recommended as the Master Plan area develops over time with new uses and additional employment.

Existing Conditions: Existing bicycle and pedestrian facilities are limited to Day Road and portions of Ridder Road. SMART bus transit stops are located approximately ½ mile east of the Master Plan area along 95th Avenue and Commerce Circle.

Development Issues: Future development has the opportunity to provide adequate setbacks from roadways and property boundaries to allow public access easements for development of future pedestrian and bicycle trails in accordance with the Master Plan. Funding for additional transit service within the Master Plan area will be supported, in part, through increased transit tax revenues that result from the additional employment/payroll that is attracted to the Master Plan area over time.

Please refer to Appendix G Traffic Impact Analysis; and Appendix H Fiscal Impact/Annexation Analysis for added information.

Infrastructure Needs

WATER SYSTEM

Prior to the construction of the City of Wilsonville's Willamette River Water Treatment Plant in 2002, the City relied on eight underground wells in the Troutdale Aquifer to serve its needs. The Willamette River Water Treatment Plant now provides for the City's water needs, with its main transmission line that runs up Kinsman Road. The Water Master Plan provides a plan for evaluating future water system needs to meet anticipated growth.

The Water Master Plan assumes current water usage rates of 44-gallons per day for industrial (average) and 176-gallons per day (peak) per user. The City's Community Development Department has also assumed that two 1.0 mgd average daily demand (ADD) industrial users will locate in the City by 2020 that will also need to be accommodated. The resulting analysis of water demand indicates that average peak day demand for industrial uses will increase from 1.25 mgd (2000) to 8.35 mgd (2020). Total water demand for the city is forecasted to increase from 6.8 mgd (2000) to 20.02 mgd (2020).

The existing Willamette Treatment Plant combined with existing wells has the capacity to handle approximately 10 mgd of total water demand. Future capacity expansion is planned to include 5 mgd through reservoirs (using aquifer storage and recovery wells) and another 5 mgd through expansion at the Willamette Treatment Plant.

The Water Master Plan includes a capital improvement phasing plan that identifies the need to add 4,220 linear feet of 12-inch water line between Grahams Ferry to Ridder Road and Ridder Road to Garden Acres. A preliminary list of recommended water system improvements for the Coffee Creek Industrial Area is provided in Appendix E, and Tables 3-4.

It is important to note, that all identified projects and cost estimates are made for preliminary planning purposes. Site survey work will need to occur and the City will need to update its water system model to determine more accurate on and off-site water system improvements and trunk line size, location and cost. Hence, additional water system improvements could include a pro rata share of off-site improvements for the new reservoir and pump stations. The City operates Willamette Water Treatment Plant, which provides the majority of the City's water needs, with its main transmission line that runs up Kinsman Road (south of the Master Plan area).

The City's Water Master Plan includes a capital improvement phasing plan that serves the Coffee Creek Industrial Master Plan area.

Development Issues: Water main transmission supply lines exist through the central and southern portions of the Master Plan area.

Infrastructure Needs: The water master plan needs to be updated to reflect more accurate site topography and current long-range demand levels. An additional reservoir would be needed at some point to provide adequate peak capacity prior to build out of the Master Plan area. Once the water master plan has been updated, more specific estimates of future infrastructure needs can be made.

SEWER SYSTEM

The Coffee Creek Master Plan Area is located in the City of Wilsonville's United Disposal Interceptor sewer trunk line basin subarea. The majority of the Coffee Creek Urban Planning Area was included as Urban Planning Area 4 (UPA-4) in the Sewer Master Plan. This area was assumed to include the Coffee Creek Correctional Institution (on 113-acres) and 313-acres of future industrial land. Future unit flow assumptions for industrial uses were forecasted to be 2,000 gallons/day/acre. After considering factors for average daily flows, the industrial portion of UPA-4 is assumed to generate 626,000 gallons per day (gpd) of sewer flow at build-out.

It should also be noted that the assumptions included in the Preliminary Urban Reserve Plan for Coffee Creek Area 42 (prepared in 1998), calculated sewer flows at 3.0 mgd for the prison and industrial sites that can serve between 12 and 21 persons per acre. The current sewer master plan assumes 0.8 mgd of average flows from this area, which is consistent with the lower end of the range in employment (12 jobs/acre).

The master plan for Coffee Creek Industrial Area (south of Day Road) estimates potential employment to be 9 jobs/gross buildable acre for each Alternative. Hence, the sewer capacity assumptions appear to be in line with current sewer master plan assumptions.

The sewer master plan identifies two specific capital improvements that would be required to adequately serve the majority of the Coffee Creek Planning Area. These include:

- United Disposal Parallel Pipe (CIP-UD1 and listed as SS-1 in Appendix C). Includes construction of a 12-inch line from SMH3503 to SMH0269 to convey peak wastewater flows over a distance of 5,315 feet. The project includes an 8-foot diameter manhole with a diversion weir. Rail-crossing will require trenchless technology. Alternative alignments should be investigated to minimize impacts to wetland and natural areas. This project should coordinate with Kinsman Road extension where possible. Estimated cost for the Kinsman segment of this pipe is $680,000. Additional off-site costs were estimated by the City in 2001 to be approximately $1,105,704. After adjusting for cost escalation, the current cost for off-site construction for this project is likely to be approximately $1.47 million.
- Garden Acres Road New Trunk Sewer (CIP-UD3 and SS-3 in Appendix C). Includes a new 12-inch trunk service extension along Garden Acres Road between Day Road and SW Ridder Road to serve future development. A portion of this project was constructed a few years ago to accommodate the prison demand. Remaining cost for the Garden Acres extension segment of this pipe is approximately $200,000.

Additional sewer line improvements that are recommended for the Planning Area are reflected in the sewer facility maps in Appendix F. It is important to note, that all identified projects and cost estimates are made for preliminary planning purposes.

Development Issues: Sewer Main trunk links are located within the central portion of the Coffee Creek Master Plan area.

Infrastructure Needs: The sewer master plan includes the Master Plan area in the hydraulic modeling and long range capital improvement program. Site survey work will need to occur and the City will need to update its sewer system model to determine more accurate on and off-site sewer system improvements and trunk line size/location, pump station requirements, and cost.

STORM DRAINAGE

The Coffee Creek Master Plan area is located within the Coffee Lake Creek Basin. The north tributary to Basalt Creek is located south of Day Road. Basalt Creek drains into Coffee Creek Lake and extends north of Day Road into the City of Tualatin UGB. The master plan area is relatively flat with topography that varies 1-5 feet in elevation, and gently slopes from north to south.

The Storm Water Maser Plan identifies potential regional detention facilities in the Coffee Creek area as effective pollution reduction facilities. Planned facilities in the Planning Area include:

- North Wilsonville Planning Area comprehensive storm drainage system. The former Urban Reserve Area 42 (portion of Coffee Creek Planning Area) requires a system of storm drainage improvements in addition to on-site storm water detention and treatment provided by developers.

The City requires each new development within the Coffee Creek Industrial Master Plan area to detain and treat any projected run off per existing City Code, it is recommended that the planned Kinsman Road and Grahams Ferry Road improvements be constructed as "green streets." Green streets will require a variance from existing City Street Standards to allow bio-swales and pervious surfaces to be used in lieu of curb and gutter to help convey storm water runoff.

Another recommendation of the Coffee Creek Master Plan is for the City to conduct a Basalt Creek and Coffee Creek sub-basin analysis to better define existing storm water events and flooding-related issues. Future development within the sub-basin should be modeled to

ascertain likely impacts of urban development, and to identify impacts of beneficial storm water design standards. The possibility for a new regional storm water detention pond within the Coffee Creek Planning Area should be assessed. Please refer to Appendix F for a map of existing and planned storm water facilities.

Development Issues: Storm Water facilities are an important element of the Coffee Creek Master Plan area given the site's proximity to the Coffee Creek Lake wetlands area, and its tributaries.

Infrastructure Needs: Runoff from future streets or access roads and development will need to meet City design criteria for storm water quality and quantity control, by handling potential runoff with on-site detention and treatment facilities. A new conveyance system can be installed along the roadways. Site development runoff will need to be treated and detained, if necessary, before being discharged to the public drainage systems.

OTHER UTILITIES

Pacific Natural Gas currently serves the master plan area.

Portland General Electric provides local power distribution and has a high power transmission main (69 KV) running parallel to the east side of the master plan area.

Communications, internet, and television services are provided by a variety of service providers within close proximity.

Parks and Recreation

Protecting natural resources is a hallmark of the Wilsonville Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus is placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The recommended plan for the Coffee Creek Master Plan area includes at least four new waysides which can function as strategic "gateway" design features with informational displays that depict area site/building configurations. These waysides should also function as "pocket parks" for local employees and residents with picnic tables and benches.

There are also local and regional pedestrian and bicycle trail connections that are included in the Coffee Creek Industrial Area plan. These pathways can be constructed within existing power line easement corridors and should connect with Metro's planned regional trail that will parallel the Portland and Western Railroad. Please refer to Appendix F for a map of existing and planned parks and natural areas and trails.

Existing Conditions: No existing parks facilities exist within the Master Plan area.

Development Issues: Future development has the opportunity to incorporate pocket parks/wayside facilities into the Master Plan area. In addition to providing facilities along roadways, pedestrian and bicycle paths can be provided as linear parks along existing power line easements, and adjacent to SROZ areas.

4 IMPLEMENTATION

This section addresses four key considerations for Master Plan implementation: provision of urban services, costs, funding options, and consistency with City plans and policies.

Provision of Urban Services

The Coffee Creek Industrial Master Plan will provide a framework to guide the development of public facilities and private uses.

Developers will be responsible for providing local streets and utility connections to trunk line systems. However, to maintain flexibility, the plan focuses primarily on collector and arterial roadway improvements, and water and sewer trunk lines and does not identify specific locations or configurations for local connections. Assumptions are that the best configuration of development would be determined by market opportunities and constraints at the time of development, allowed uses, and other Wilsonville Development Code requirements.

Cost Estimates

Total capital costs for major roads, sewer, water, and stormwater systems have been estimated for buildout of the Master Plan area. (See Table 8) Unit costs were prepared based on local and regional experience with a variety of roadway and pathway projects.

The preliminary capital cost estimates do not include extraordinary cost for right-of-way acquisition, permitting or geotechnical soils work. Extraordinary costs may include special environmental mitigation, subsurface soil enhancements, structural engineering systems, and business/residential relocation assistance.

The preliminary cost estimates also assume "green street" design standards for Kinsman Road and Grahams Ferry Road which are assumed to consist of 2-lanes with landscaped medians, buffer strips, bike lanes, sidewalks, underground utilities and street illumination. Pathways are assumed to be a mix of pervious and paved surfaces.

TABLE 8 ESTIMATED CAPITAL COSTS FOR COFFEE CREEK MASTER PLAN

Public Facility System	Years 1-5	Years 6+	Total
Water (mainline system)	$420,000	$720,000	$1,140,000
Sanitary Sewer (trunk system)	$680,000	$850,000	$1,530,000
Surface water	*	$300,000	$300,000
Transportation			
Collector & Arterial Streets**	$6,280,000	$19,840,000	$26,120,000
Local Streets***	—	—	—
RR-xing	—	$4,000,000	$4,000,000
Parks and Waysides	—	$570,000	$570,000
Other (planning/permitting/legal)	$200,000	$300,000	$450,000
Total	**$7,630,000**	**$26,580,000**	**$34,210,000**

Source: Otak, Inc. All costs are stated in 2007 dollar amounts for public facilities within Master Plan area. Additional off-site costs may be required. * Storm water improvements also include benefits derived from construction of green streets for Kinsman Road. ** These transportation projects include $16.7 million for roads and $4.0 million for the railroad crossing that is recommended under the "no build" scenario. *** Local street costs are not estimated and will be incurred by developers.

Major public infrastructure items including roads, trails, water, sewer, and storm water facilities are estimated to cost approximately $7.6 million over the initial five years, as indicated in Table 8. Additional capital costs are expected to require another $26.6 million for on-site public facility investments (excluding local streets, which are assumed to be paid and constructed by private developer(s). It should be noted that

approximately $16.7 million in road costs and the $4.0 million rail road crossing improvement are recommended even without annexation and development in Coffee Creek.

Funding Strategies

As with most successful large master planned developments, the Coffee Creek Industrial Area will require a mix of public and private funding and financing for on- and off-site improvements.

The first step in the funding process entails amendments to local (City of Wilsonville and Washington County) Transportation System Plans to identify the facilities identified in Appendices F and G. After the TSP amendment processes occur (assuming there is support from ODOT and other state, Metro and local agencies/stakeholders), the county and/or city can work with ODOT and local stakeholders to update local ordinances (such as the Wilsonville and Washington County Systems Development Charge Methodology), capital improvement programs, and the ODOT State Transportation Improvement Program (STIP) to designate appropriate improvements for funding.

As local plan amendments are adopted, funding sources should be identified. Potential local funding sources may include the following:

Local Systems Development Charges (City and County)
Local Improvement District (LID)
Developer Dedications
Wilsonville Urban Renewal Program
Metro Transportation Improvement Program
Oregon Statewide Transportation Improvement Program
Oregon Immediate Opportunity Program
Oregon Community Development Block Grant Program
Oregon Industrial Development Revenue Bond Program (financing)
Oregon Infrastructure Bank (financing)
OECDD Special Public Works Fund (financing)

ECONOMIC AND FISCAL IMPACTS

If we assume the Master Plan area is fully built out by year 2030, the general conclusions that can be reached by this analysis include:

- Total assessed value of development would increase from approximately $16 million today to $258 million per year.
- At current property tax rates, the increase in local assessed value would generate about $1.4 million in new annual property tax revenues for the City, and $6.5 million in new annual property tax revenues for Washington County.
- Annual net city revenue collections (revenues from fees less governmental service costs for water, sewer, police, planning, etc.) are expected to yield a net annual fiscal benefit to the City of Wilsonville of approximately $325,000 per year (before any additional debt service).
- Significant positive economic impacts are anticipated from the more than hundreds of construction jobs and 1,470 permanent jobs.
- The added permanent income of $55 million in direct payroll to the site's 1,470 employees is expected to generate an total direct/indirect regional economic impact of approximately $135 million per year.
- The direct payroll is expected to support over $4.0 million in annual state income tax revenues at buildout.
- Additional transit tax revenues will be realized by SMART (local transit provider) as new payroll is added within their service district.

Please refer to Appendix H for a detailed analysis of economic and fiscal impacts.

Consistency with City Plans and Policies

The Coffee Creek Industrial Master Plan will provide a framework to guide the development of public facilities and private uses. This means that the policies, zoning, and codes must be consistent with the Master Plan to support the long-term vision. Implementation is strengthened by the supportive City policies including:

- Establish new design overlay zone for properties along Day Road that are achievable and flexible yet focused on building forms, site layout, landscaping, and transit/pedestrian connectivity.
- Ensure that existing remaining SROZ areas are protected with natural landscaping, vegetation, and mature trees "incorporated" into future site development plans and projects.
- Adopt new code language that requires coordinated annexation requests for a stated minimum threshold of land area not less than 50 acres at a time, unless this condition cannot be met.
- Explore ways to limit storm water run-off impacts caused by increases in impervious surface areas (e.g., building rooftops, parking areas, streets, etc.) by conducting a sub-regional storm water basis analysis and action strategy. This storm water analysis should consider impacts of various public and private improvements, such as green streets, sub-regional detention/treatment ponds, bio swales, filtration devices, and eco-roofs.
- Allow green street design standards as a potential variation to the City's current roadway design standards within the Master Plan area.
- Explore and quantify potential local funding sources that can be used to pay for new collector and arterial roads, transit service, bicycle/pedestrian facilities, storm water mitigation, water, and sewer improvements. This additional analysis should include but not be limited to the formation of a new System Development Charge overlay district, Local Improvement Districts, and/or an Urban Renewal District.

Draft development code amendments are included in Appendix I. In addition to the development code amendments, the City of Wilsonville and Washington County may be required to adopt additional amendments to Comprehensive Plans, Public Facility Plans, Transportation System Plans, and Capital Improvement Programs to implement the Master Plan. The City of Wilsonville and Washington County should also review and update their intergovernmental agreement for planning and providing urban services for areas north of Day Road and west of the Portland and Western Railroad.

Washington County Transportation System Plan

Amendments may be required to the County TSP pending the outcome of the Traffic Impact work. Potential TSP amendments may include:

- Identification of planned improvements to widen Lower Boones Ferry Road north of Day Road to four lanes.

Wilsonville Transportation System Plan

Amendments will be required to the Wilsonville TSP to address adequate public facility requirements in accordance with Oregon Land Use Planning Goal 12 Transportation and Metro Title 11 requirements. Recommended TSP amendments include amending Chapter 5 of the 2003 TSP by adding the projects listed in Table 9.

Table 9 City of Wilsonville Draft TSP Amendments

ID #	Project Name	Prelim. Cost Estimate (millions)	Priority
C-24	Kinsman Road (Day Road to Ridder Road)	$6.00	Years 1-5
T-4	Boones Ferry Road/95th Avenue northbound turn lane	$0.20	Years 6+
T-5	Clutter Road/Grahams Ferry Road westbound left turn lane	$0.85	Years 6+
T-6	Grahams Ferry Road/Clutter Road southbound turn lane	$0.30	Years 6+

Figure 4

Coffee Creek Industrial Area - Day Road Design Overlay Zone

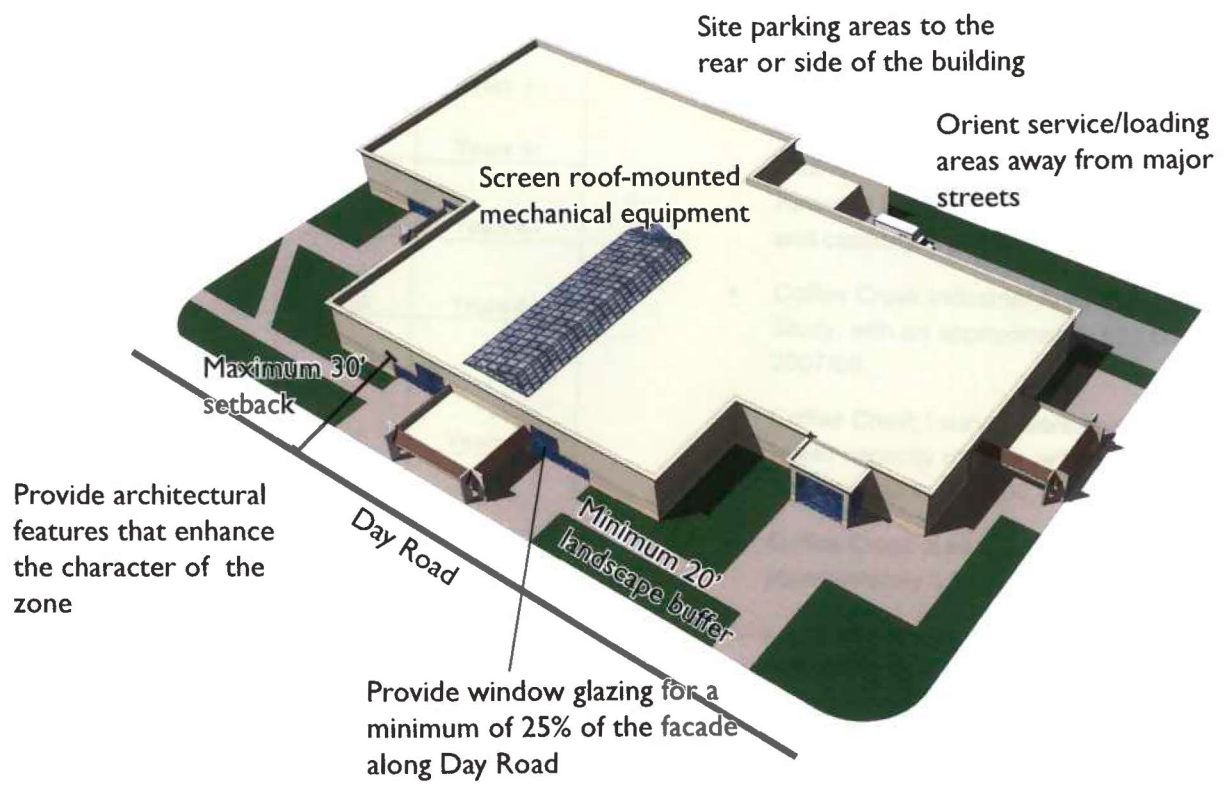
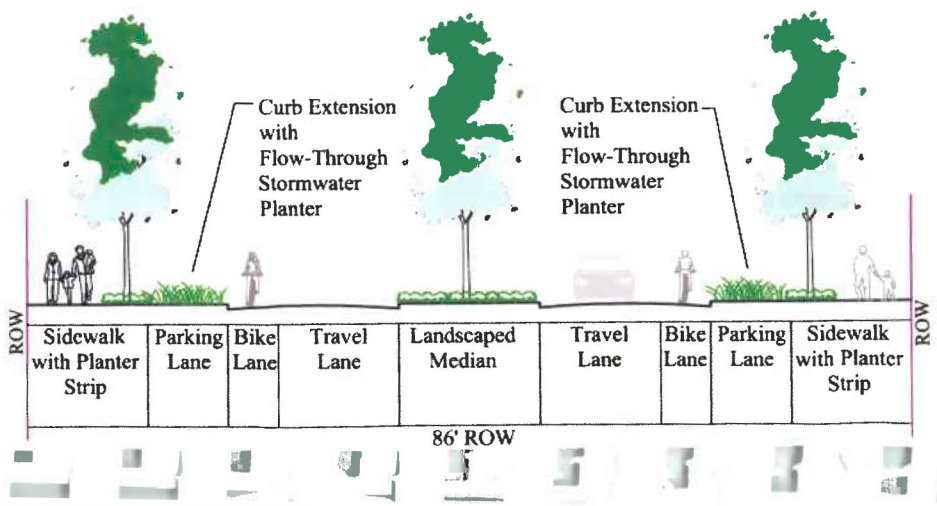
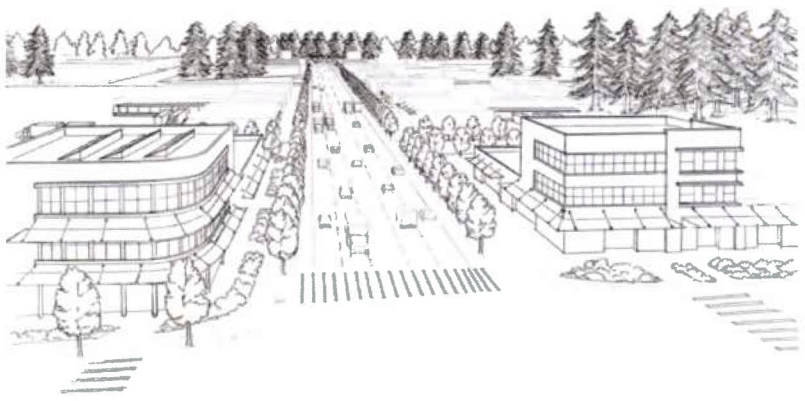


Figure 5

Collector Green Street



COFFEE CREEK MASTER PLAN APPENDIX



Prepared for:

City of
WILSONVILLE

Prepared by:
Otak, Inc.
DKS Associates, Inc.

March 30, 2007

CONTENTS (VOLUME II: APPENDIX)

Section

A PAC Meeting Documentation

B Public Input Documentation

C Existing Policies Overview

D Plan Alternatives Evaluation

E Existing Conditions Maps

F Future Conditions Maps

G Traffic Analysis

H Fiscal/ Annexation Analysis

I Draft Code Amendments

The City of Wilsonville Industrial Lands Master Planning Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

PAC Meeting Documentation

Coffee Creek Master Plan Advisory Committee Meeting #4

February 16, 2007 – Wilsonville Water Treatment Plant Conference Room

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Attending: please refer to sign in sheet

Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Todd summarized this meeting's agenda and welcomed all in attendance.

Project Schedule Update

Todd summarized the overall work program for members of the public and interested stakeholders that have not attended prior meetings. Todd indicated that a 45 day project delay was incurred when the decision was made to utilize most recent Metro 2030 land use forecasts that are consistent with the I-5/99W Connector Study. Todd identified tentative next meeting dates to include:

March 30, PAC meeting #5 (to review Draft Plan)
April 5, Public open house event (to review Draft Plan)

Transportation and Infrastructure Recommendations

Next, Todd and Scott Mansur summarized the findings from the traffic analysis memorandum from DKS dated February 12, 2007) and the Fiscal Impact/Annexation Memorandum (dated February 6, 2007).

Questions and recommendations from the PAC members included:

- Steve Kelley questioned the assumptions made for the I-5 off-ramp movement to 95th Avenue left turn connection. Scott indicated that there is a current ODOT project that would signalize this movement to allow trucks to make the lane change from the ramp to 95th Avenue that would occur this summer. Scott indicated that additional access management measures are also recommended.
- Doug Rux asked the consultant team to clarify whether the no build improvements and recommendations for Alt. 1 and Alt. 2 (south and north of Day Road) are subsets or cumulative improvements. Todd indicated that they are cumulative, but the "no build" improvements are not necessary prior to the "build" improvements.
- Stacy Humphrey indicated that the Tonquin Road/Grahams Ferry Road intersection improvements are outside existing urban growth boundaries, and would require special exceptions to be permitted.
- Ray Phelps asked how much the traffic results would change if the I-5/99W connector project alignment was moved south of the Coffee Creek Industrial Area, and what other major arterial improvements are assumed in the traffic model. Scott indicated that he would have to check on these assumptions.
- Doug reminded the PAC and members in attendance that the project recommendations, impacts, and costs, are based on a "snap shot" of assumptions for 2007-2027. He

indicated that in reality the actual costs will be much higher (as they are escalated to future year dollar amounts) and the impacts will change depending upon actual vs. projected regional and local growth, and any change in street connections.

- Todd indicated that the preliminary list of project priorities will be revisited with City staff and refined as appropriate.
- Todd also indicated that all water, sewer and storm water improvement recommendations are considered to be "place holders" until more detailed system modeling is conducted by the city.
- Todd also noted that the fiscal impact findings generally indicate a positive fiscal impact for Alternatives 1 and 2 (south of Day Road). Fiscal impact findings for the area north of Day indicated a positive fiscal impact for Alt. 1, but a slight loss for Alt. 2 (given more housing and less jobs in that alternative).

Evaluation of the Alternatives:

Todd summarized the preliminary evaluation matrix dated February 13, 2007. Following discussion, the PAC conclusions for the area south of Day include:

- With regard to Goal 1, Consistency with Local, Regional and State Plans;Alternative 1 is more favorable than Alt. 2. DLCD staff (Stacey Humphrey) indicated preference to Alt. 1. Metro leadership also has openly supported Alt. 1. ODOT staff (Marah Danielson) had no preference at this time.
- With regard to Goal 2, Transportation, Alternative 2 is more favorable than Alt. 1. This is mostly due to the proposed realignment of Clutter/Grahams Ferry Road. Alt. 2 also included a Kinsman Road to Commerce Circle street connection, but the analysis by DKS indicated that it could hurt the level of service at the 95th Avenue intersection with Boones Ferry Road.
- With regard to Goal 3, Public Facilities, Alternative 1 is more favorable than Alt. 2 given the potential cost economies that could be realized if storm water drainage improvements are made in conjunction with the Kinsman Road alignment shown in Alt. 1.
- With regard to Goal 4, Citizen Stakeholder Participation, Todd indicated that the initial public meeting provided "soft support" for the concept of a special design overlay standard for industrial buildings along Day Road, but mixed support for the two different road way networks. PAC members in attendance (and other property owners) at the meeting generally favored the simplified street network shown with Alt. 1, but supported the Design Overlay Concept shown with Alt. 2.

North of Day Road, the Alternatives were essentially tied for the area west of Basalt Creek. However, Alternative 1 scored relatively higher than Alternative 2 with regard to Goal 1 (Plan Consistency), and tied for most of the other criteria.

Doug voiced support for Alt. 1 in light of the additional traffic impacts it would likely generate (about 30% more peak hour trips than Alt. 2) and the inconsistent Metro and Washington County land use planning assumptions. John indicated that the Mixed Employment PUD concept would be preferable from the City's perspective since it would help achieve a better housing/jobs balance and keep the traffic impacts relatively high (which is considered to be a

more conservative approach for long term planning). Doris Wehler and other PAC members noted the rolling topography in this quadrant which would not be conduce to industrial buildings.

Recommended Draft Alternative

Doris Wehler provided the PAC with the mix of improvements and land use assumptions that were endorsed by the Wilsonville Chamber of Commerce membership. They included:

- Alt. 1 road network, with exceptions for the Clutter Road realignment and Commerce Circle connection shown in Alt. 2.
- Design overlay along entire length of Day Road.
- Support for the Mixed Employment PUD concept north of Day Road as shown with Alt. 2

Following a discussion about the advantages and disadvantages with each alternative, the PAC generally agreed to support the Chamber suggestions with the exception of the Commerce Circle-Kinsman Road connection, which is to be shown as a trail.

Acceptance of October 20 meeting notes

Todd and Chris indicated that in response the prior meeting issues regarding the mapped SROZ areas south of Day Road, City staff and property owner (Ray Phelps) have met and walked the subject property. It is likely that the subject site was inaccurately mapped in prior adopted SROZ ordinance and that a map revision could be appropriate. Todd also indicated that Washington County Commission is now considering a proposed ordinance (#67) that would create holding zones for most of the areas brought into the UGB by Metro in 2004, and also designated most of the area north of Day Road as a "significant resource" for environmental planning purposes.

Next meeting: tentatively set for Friday, March 30, 2007 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:35 am.

Meeting notes prepared by Todd Chase.

Coffee Creek Master Plan Advisory Committee Meeting

August 18, 2006 – Wilsonville Water Treatment Plant Conference Room

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Attending: Todd Chase, OTAK; Scott Mansur, DKS; Andrew Johnson, ODOT; Doug Rux, City of Tualatin; Eldon Johansen, City of Wilsonville; Doris Wechler, Wilsonville Chamber; Dave Brown, property owner; Tom Moes, Root Holdings, LLC; Ray Phelps, Allied Waste, property owner; Stacy Rumgay, property owner; Bob Jonas, property owner, Dick Kruger, property owner; Rob Hatch, property owner; Stacey Hopkins, DLCD, Tim Marshall, MBI, Ron Snyder,

property owner, Chris Neamtzu, City of Wilsonville, Sandi Young, City of Wilsonville (partial attendee).

Updated project schedule flow chart was distributed. Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Questions were raised about notification for the upcoming open house in September. The City indicated that newspaper ads would be supplemented with direct mailings to folks near the planning area. Doug recommended inviting CPO leaders. Todd recommended signs posted along major roadways.

Todd noted that the two northerly property owners in Area 2 have opted to be removed from the Concept Planning effort, and that the City and ODOT have agreed with these requests to amend the plan area boundary.

Draft Goals and Objectives:

Todd distributed a two-page summary of the draft project goals, objectives and evaluation criteria, which summarizes the longer version already provided to Advisory Committee members.

Questions and recommendations from the PAC members included:

- Doug Rux recommended inclusion of any specific Metro Ordinance provisions for properties brought into the UGB.
- It was noted that since there appears to be no 50 acre parcels within the plan areas, there should be some effort to encourage aggregation of tax lots. Sandi Young indicated that the City always utilizes Planned Unit Developments and it would be a requirement for new development to proceed.
- Doug and Stacey recommended adding Objective E. Compatibility with Statewide Planning Goals to Goal 1.
- Andy Johnson mentioned that we need to add objective G "compliance with State of Oregon Transportation Plans and policies" and objective H "implement Washington County TSP" under Goal 2. Transportation.
- Doris Wehler recommended that we add criteria 10 "Level of support from I-5/99W Connector Coordination committee(s)" to Goal 2.
- Tom Moes recommended we move criteria D from Goal 5 up to Goal 2.
- Todd Chase recommended we reduce redundant criteria where possible.
- Doug Rux recommended adding Criteria 8 "relative measure of Fiscal Impact" to Goal 3 Public Facilities.
- Andy Johnson recommended Criteria 2 within Goal 4, and to gauge level of support from property owners regarding the potential marketability of their property.
- PAC members felt Goal 5, Objective B should focus more emphasis on the opportunities for Green development of facilities, not types of uses.
- As the Parks and Recreation Department representative, Chris will seek level of support from Parks and Recreation subcommittee for a new criteria under Goal 5, "support for Parks and Open Space".

Draft Alternatives:

Todd described the two planning areas in terms of gross and net buildable land area. Todd noted that Area 1 (South of Day) has 216 gross acres, with about 207.5 suitable for industrial development. An additional 25% would be needed for public collector/arterial roads and various easements, leaving about 155.6 net acres for land development.

North of Day Road Area 2 has approximately 81.2 acres, but because there are more slopes and drainages than the areas south of Day, there are only 65.9 acres suitable for industrial development (excluding 25% for streets). To better optimize urbanization potential, Todd recommended consideration of some non-industrial uses such as office and housing in Area 2 for one of the alternatives.

Todd described both of the draft Alternatives. Todd noted that Alt. 1 is intended to be the more traditional industrial master plan with lower costs than Alt. 2. Alt. 2 is focused on employment corridors and higher density development with efforts made to improve the area's market image with higher building design standards than in Alt. 1, and a new neighborhood north of Day along Boones Ferry Road.

The PAC's comments included:

- Stacey Hopkins recommended that we make one alternative 100% compliant with the Metro Ordinance that was adopted when this area was brought into the UGB. Todd recommended we amend Alt. 1 to be 100% compliant.
- Several PAC members felt we should keep as many existing roadway alignments as possible on Alt. 1 and Alt. 2 to keep down the capital costs.
- Todd recommended a separate definition for gateway/waysides versus pocket park/waysides. Gateway waysides would be oriented towards area signage, landscaping and way finding (tenant/building rosters). Pocket parks would have picnic shelters, open space, and perhaps sport courts with trail linkages.
- Several PAC members recommended focusing the higher standards for building design along Day Road in Alt.2, and liked the potential transition to a new residential neighborhood between the basalt creek drainage and Boones Ferry Road.

Next meeting: Friday, October 20 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:30 am.

Meeting notes prepared by Todd Chase

Coffee Creek Master Plan Advisory Committee Meeting

October 20, 2006 – Wilsonville Water Treatment Plant Conference Room

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Attending: please refer to sign in sheet

Todd Chase summarized the project scope and work schedule, noting that the team is on schedule.

Todd summarized this meeting's agenda and welcomed all in attendance.

Public Open House Input

Todd summarized the Task 3 Conceptual Master Plan Evaluation Brief, and highlighted feedback from the well-attended open house.

Next, Todd and Scott Mansur summarized the findings from the existing traffic analysis and the revised Transportation Policy Memo, which takes into account issues raised by Steve Kelley of Washington County. One key unresolved issue pertains to which land use inputs to utilized for the transportation impact model. New land use assumptions have been developed since the city adopted its TSP. These "new" land use assumptions are being reviewed by the City and are being used for the Hwy.99/I-5 connector study, and if used for the Coffee Creek TGM project, would require a scope change.

Questions and recommendations from the PAC members included:

- Ray Phelps and Steve Kelley recommended that the consultant team be directed by the city to utilize the latest land use inputs to be consistent with the connector study. Most TAC members agreed.
- Ray recommended a short-term fix for the Boones Ferry/95th Ave. intersection (which is out of the TGM study area) to include changing left-turn signal timing from Boones Ferry Road.
- Scott mentioned that the Boones Ferry/95th Ave. intersection is Level of Service "E" today, but can be improved to "D" after stage II improvements are made to it. Steve recommended realignment of Boones Ferry Road to be considered.
- Doug Rux would like to see the trip distribution and growth assumptions when the draft transportation analysis is presented. Doug would like to see changes in the roadway patterns in conjunction with this work.
- Ray expressed concern that the Hwy. 99/I-5 Connector study area includes all of the Coffee Creek Industrial Planning Area. Todd indicated that Metro ordinance allows development to proceed south of Day Road, but not north of Day until 2 years after the connector alignment is chosen.
- Ray recommended (and TAC members agreed) that the alignment for Kinsman Road be shifted eastward along the SROZ corridor in Alt. 1 to keep as much contiguous land open for development as possible.

- Ray questioned the Significant Resource Overlay Zone (SROZ) designation for the portion of this land north of his operations. Sandi indicated that the SROZ designation was adopted by City Council and is subject to restrictions.
- A property owner asked when the new taxes/regulations would apply to them. Sandi indicated that the City will only allow annexation when the majority of property owners in a sub-area support it—which would not be until property owners ask for it.
- Paul Ketcham indicated that it would be difficult for the Metro Council to endorse a change from Industrial designation to mixed use in the NE portion of the study area. There would need to be justification based on traffic, land constraints, etc.

Proposed Revised Alternatives:

Todd described the public input on the two concept plans, and after discussion the TAC recommended the following revisions:

Alternative 1: Industrial
- Keep land use the same, but attempt to simply local road and proposed pedestrian network.
- Align Kinsman Road to the east along the SROZ corridor.

Alternative 2: Industrial/Mixed Use
- Consider mixed use area in NE portion of the planning area (North of Day Road)
- Reconfigure proposed Kinsman Road alignment, but keep traffic roundabout and connection to Commerce Circle, and realigned Clutter Road.
- Simplify the proposed local street and pedestrian network.

Next meeting: Friday, January 11, 2007 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11:45 am.
Meeting notes prepared by Todd Chase

Coffee Creek Master Plan Advisory Committee Meeting

June 15, 2006 - Wilsonville Water Treatment Plant Conference Room

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Attending: Todd Chase, OTAK; Scott Mansur, DKS; Doug Rux, City of Tualatin; Eldon Johansen, City of Wilsonville; Doris Wechler, Wilsonville Chamber; Dave Brown, property owner; Ray Phelps, Allied Waste, property owner; Jean Taylor, property owner; Stacy Rumgay, property owner; Rob Hatch, property owner; Steve Kelly, Washington County; Tim Marshall, MBI; Don Richards for the Thompson property, Ron Snyder, property owner, Stu Peterson, Macadam Forbes; Chris Neamtzu, City of Wilsonville, Sandi Young, City of Wilsonville.

Minutes of the first meeting were distributed.

Todd Chase summarized the project scope and described the study area as lands east and north of the railroad, south of the correctional facility, lands south of Day Road outside the city boundary, lands north of Day Road and east of Grahams Ferry Road to approximately Clay Road extending east to Boones Ferry Road. He said that the planning south of Day Road would be master planning, and the work north of Day Road would be concept planning.

Questions were raised about notification. Doug Rux said he is referring folks to Wilsonville. Signing the area was suggested. Sandi Young said that there are two interested groups, the Advisory Committee members and a second group who wish to participate via e-mail. A map of represented property owners was distributed. Sandi said that information will be placed on the city's website. It was suggested that the existing Concept Plan be put on the website.

Todd presented the planning schedule.

The draft Goals and Objectives were distributed at this meeting. They are taken from the City's Comprehensive Plan, the Metro Urban Growth Management Functional Plan and other existing documents. Please send any comments to Sandi via email to Linda Straessle at the city.

The summary of Existing Plans and Policies prepared by OTAK was distributed for review by the committee.

The next step is to develop Evaluation Criteria for the review of the various alternative scenarios, and then to develop the actual alternatives.

The first public meeting will be on the draft Plan Alternatives in late September.

The draft Master Plan will be prepared and reviewed in January/February 2007 with a final draft plan then prepared for review by the Planning Commission and City Council in April through June 2007.

Todd said that the Existing Plans and Policies document pulled the direction of a variety of applicable plans and documents. He said that Metro had designated the area known as Coffee Creek I as Regionally Significant Industrial Land (RSIA), and that the remaining study area was taken into the UGB as Industrial land in 2004. He began a review of the draft document.

Todd said that the Metro Urban Growth Management Functional Plan sets criteria for RSIA lands, has restrictions on subdivision, while industrial lands can be subdivided if there is an approved master plan or shadow plat. Metro's RSIA regulations limit retail and commercial activities to no more than 3,000 square feet per user for a single user, and no more than 20,000 square feet. Lots or parcels larger than 50 acres may be divided into smaller lots pursuant to a master plan. Lots smaller than 50 acres may be divided into any number of smaller parcels.

Doug asked if there were job/acre conditions applied when Metro added Coffee Creek I area to the UGB. Todd responded that no unique job targets have been established by Metro for the

study area by Metro, and the City of Wilsonville has an adopted RSIA Zone that appears to comply with Metro guidelines.

Infrastructure:
Todd referred to page 17 of the Existing Plans and Policies report. The water master plan indicates that there is plant capacity, and plans for a new line in Grahams Ferry, together with a new reservoir and pump station (2015) to serve this area. Eldon Johanson said that a large water line was installed as part of the correctional facility infrastructure.

Doug asked about Tualatin Valley and plans for a water line to serve Sherwood. Eldon responded that plans are very fluid right now. Several alternative line locations are being reviewed.

Parks: (pg. 20) The City's draft Parks Plan includes plans for linear trails, waysides and green spaces within and adjacent to this area. The Parks Plan is expected to be adopted by council in Fall 2006.
The Emergency Services Plan will be added to the report.

Zoning in the area is both Clackamas and Washington Counties. The line between counties is Ridder Road. Clackamas County maintains all traffic signals in the area.

Traffic: Scott Mansur of DKS noted that, of the 6 road improvements in the Transportation Systems Plan affecting this area, 4 had been built. The remaining 2 are related to the northerly extension of Kinsman Road to Day Road. There are some wetland issues in the potential alignment which may cause problems. The intersection of 95th /Commerce Circle has capacity problems which will need to be addressed as part of this planning effort. Stu Peterson remarked that the city owns much of the Kinsman ROW. Eldon responded that actually Metro owns a good share of it. Steve Kelly remarked that the County currently maintains Ridder, Clutter and Graham's Ferry Roads and that they are truck routes.

Bike and trail improvements, as proposed by metro and the City's draft Bike/Ped Plan were reviewed. Steve Kelly said that the Tonquin Trail location, etc. should be coordinated with metro. Sandi responded that Chris Neamtzu , the City's Parks Planner was working closely with Metro on all parks and trails work in and near the city. The Bike/Ped Plan is expected to be adopted by Council in Fall 2006.

The City's draft Transit Plan proposes service to the Coffee Creek planning area. The draft Transit Plan is expected to be adopted by Council in Fall 2006.

Railroad, both a potential spur to serve the area, and any improvements to the overpass on Graham's Ferry Road. Todd said that ODOT has a railroad fund for projects related to jobs. He will check with Andy Johnson (ODOT) on rail issues.

Private Utilities: Sandi remarked that PGE is represented on the Advisory Committee. It was recommended that we work to get BPA at the table.

Draft Goals and Objectives:

Sandi said that the draft goals and objectives are taken from the City's Comprehensive Plan, the Metro UGM Functional Plan and other applicable documents. Discussion centered around Policy 1c: Encourage energy efficient, low pollution industries. Suggestions were: a solar oriented street grid, use of recycled water on site, creating walkable street/pedestrian networks, or specific development code requiring sustainable development. Todd described an industrial park in Bend that is being planned to include transit, passive solar street grids, recycled water use, etc. He said that it allows those buying sites in the park to get LEED credit if they pursue this US Green Building Council certification. Stu remarked that ecoroofs are costly for industrial buildings.

Based on this discussion, Todd recommended that the design team come back with two development alternatives for the area: one focused on the most economically efficient street/land use layout; the other focused on the most environmentally sensitive layout. Both of these alternatives could be refined based on TAC and public input, and then subjected to the plan evaluation criteria.

Sandi said that there were probably other goals and objectives to be added to the draft. She would do this prior to the next meeting, and for folks to get their comments to her.

Next meeting: Friday, August 18 at 9 am at the City's Water Treatment Plant.

Meeting adjourned at 11 am.

Meeting notes prepared by Sandi Young

Public Input Documentation

otak

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503)635-3618
Fax (503) 635-5395

M e m o r a n d u m

To: Chris Neamtzu and Sandi Young, City of Wilsonville;,

From: Todd Chase, Otak

Copies: Marah Danielson, ODOT Region 1

Date: March 7, 2007

Subject: Task 4, Evaluation of Alternatives, Parks Commission Work Session Input

Project #: 13612

Introduction

In accordance with the Coffee Creek Industrial Area Transportation Growth Management planning grant, we are seeking direction from the City of Wilsonville's Parks and Recreation Advisory Board to endorse the Preliminary Preferred Plan (shown in Figure 3) with or without conditions.

This memorandum describes the revised draft ranking of evaluation findings and recommended next steps for the advancement of planning alternatives for the Coffee Creek Industrial Area TGM project. At this point, we have applied the revised draft evaluation criteria to the two alternatives (based on Planning Advisory Committee {PAC} input on August 18, 2006, October 20, 2006 and February 16, 2007), and have taken into account public input (based on a Public Open House on September 28, 2006).

Park Facilities Recommendations

The Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning *...a comprehensive and interrelated system of parks, recreation, and natural areas, that:*

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

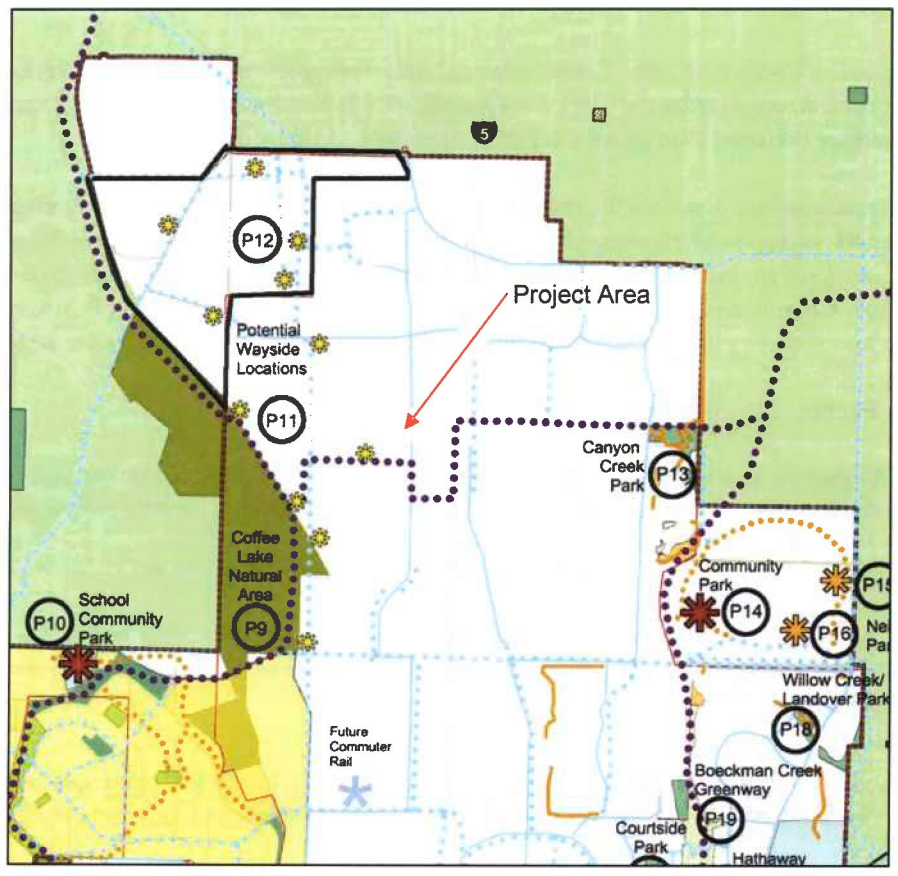
The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the Industrial Area and existing parks.

Northwest Industrial Area: *Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the city's workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)*

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one identified parks improvement shown in Figure 1, which is listed in the Parks and Recreation Plan as "P12 Industrial Area Waysides."

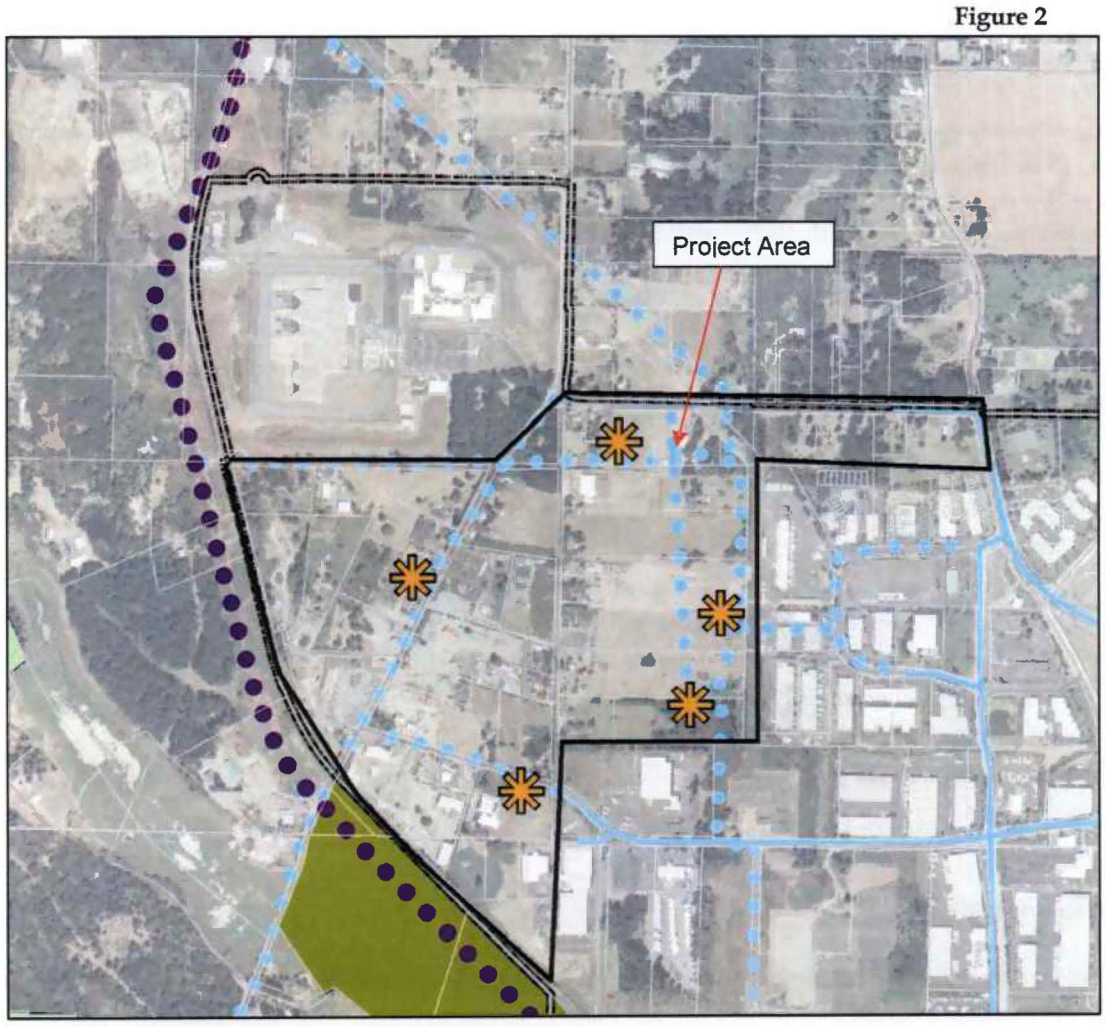
Figure 1



P12 Industrial Area Waysides (Excerpt from the Parks and Recreation Master Plan)
Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 2 depicts potential wayside locations in this area. Recommendations for the waysides include:

1. *In this area, waysides should be provided within about ¼-mile of employees.*
2. *As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.*
3. *Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.*

Figure 2



Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of $200,000 per wayside, not including trail construction – $600,000 (2005 dollars).

Preliminary Plan Recommendations

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August. Otak applied general findings to the draft criteria that were presented to the public at the Open House in September. The results from the preliminary evaluation were presented to the PAC in October, and again in February 2007. During the February PAC meeting, the members discussed how each criterion can be used to make informed decisions regarding the advantages and disadvantages of the alternatives, then identified an overall recommendation for each Goal.

The overall recommendation from the PAC is to prepare a draft Plan that is a "hybrid" combination of Alternatives 1 and 2 as a Preferred Alternative, as illustrated in Figure 3.

Recommended long range parks and trails include:

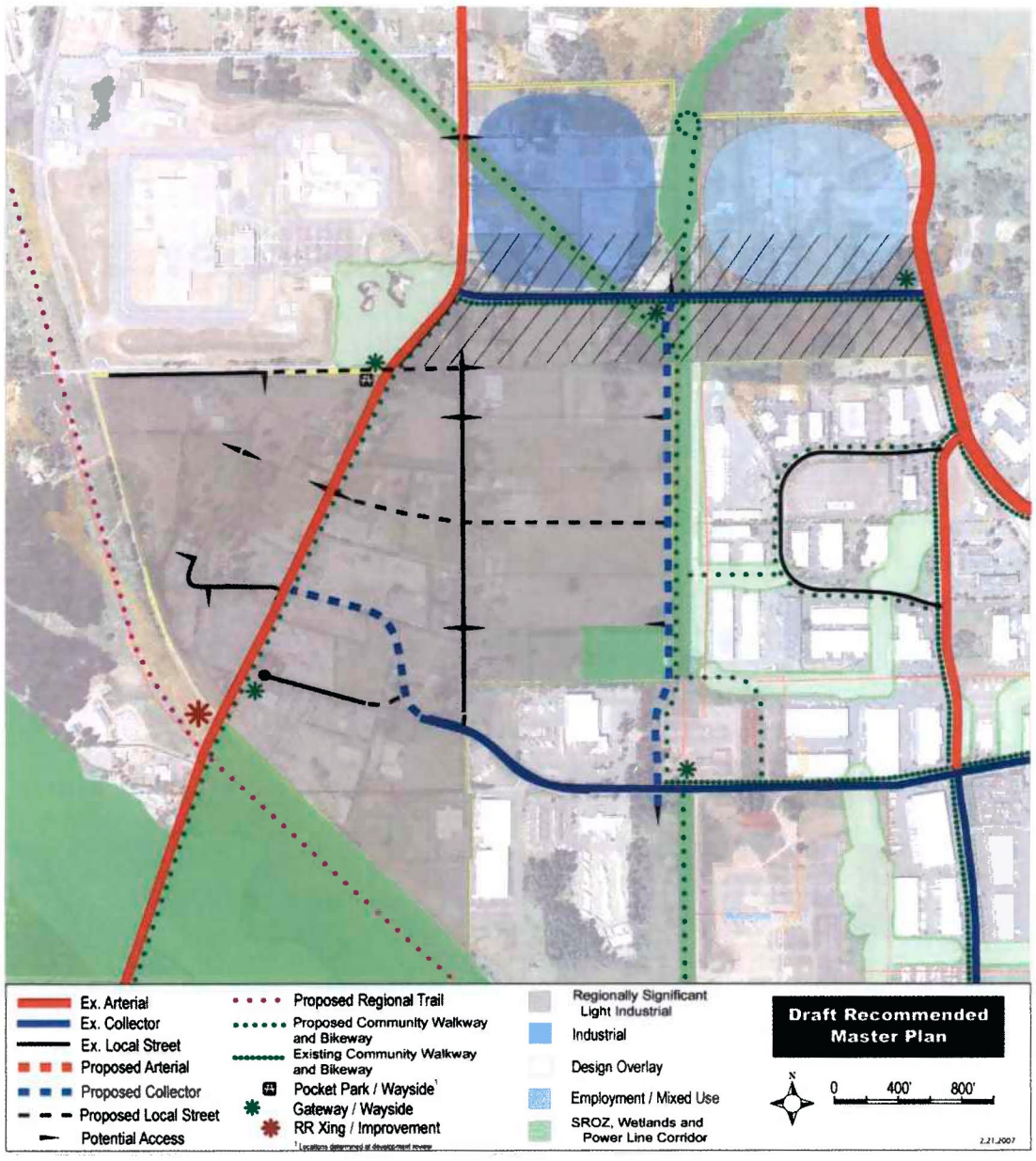
- Kinsman Road Green Street Improvement (with parallel bike lanes/sidewalks)
- Grahams Ferry Road Green Street Improvements (with parallel bike lanes/sidewalks)
- Commercial Circle to Kinman Road pathway connection (estimated capital cost of $270,000)
- Construction of three new waysides south of Day Road (estimated capital cost of $60,000)
- Construction of one new wayside north of Day Road (estimated capital cost of $20,000)
- Basalt Creek trail north of Day Road (estimated cost of $90,000)
- BPA Powerline Easement Trail (to be dedicated for public use by private developers)
- Metro Regional Trail (to be constructed and maintained by Metro)

Action Requested

In accordance with the Coffee Creek Industrial Area Transportation Growth Management planning grant, we are seeking direction from the City of Wilsonville's Parks and Recreation Advisory Board to endorse the Preliminary Preferred Plan (shown in Figure 3) with or without conditions.

Please contact Todd Chase with any questions or comments.

Figure 3


Ex. Arterial
Ex. Collector
Ex. Local Street
Proposed Arterial
Proposed Collector
Proposed Local Street
Potential Access
Proposed Regional Trail
Proposed Community Walkway and Bikeway
Existing Community Walkway and Bikeway
Pocket Park / Wayside[1]
Gateway / Wayside
RR Xing / Improvement
[1] Locations determined at development review
Regionally Significant Light Industrial
Industrial
Design Overlay
Employment / Mixed Use
SROZ, Wetlands and Power Line Corridor
Draft Recommended Master Plan
N
0
400'
800'
2.21.2007

Existing Policies Overview

To:	Sandi Young, AICP, City of Wilsonville
From:	Todd Chase, AICP, and Michelle Stephens, AICP
Copies:	Andrew Johnson, ODOT
Date:	August 18, 2006
Subject:	Coffee Creek TGM Project, Technical Memo #1- Plans and Policies, Goals and Objectives - REVISED
Project No.:	13612

Table of Contents

Introduction 2

Metro Urban Growth Management Functional Plan (effective 2/15/06) 4

Wilsonville Comprehensive Plan 7

Wilsonville Planning and Land Development Ordinance (January 2006) 14

Wilsonville Designated Significant Resource Overlay Zone Inventories and Compliance Policies (January 2006) 15

Wilsonville Wastewater Collection System Master Plan Final Report (July 2001) 16

City of Wilsonville, Storm water Master Plan Final Report (June 2001) 17

City of Wilsonville, Water Master Plan Final Report (January 2002) 18

Wilsonville Parks and Recreation Master Plan (Draft May 2006) 19

Wilsonville Bicycle and Pedestrian Master Plan 22

Wilsonville Transit Master Plan 22

Wilsonville Emergency Service Objectives 23

Washington County Community Development Code & Clackamas County Zoning and Development Ordinance 23

Revised Draft Goals and Objectives 24

Next Steps 24

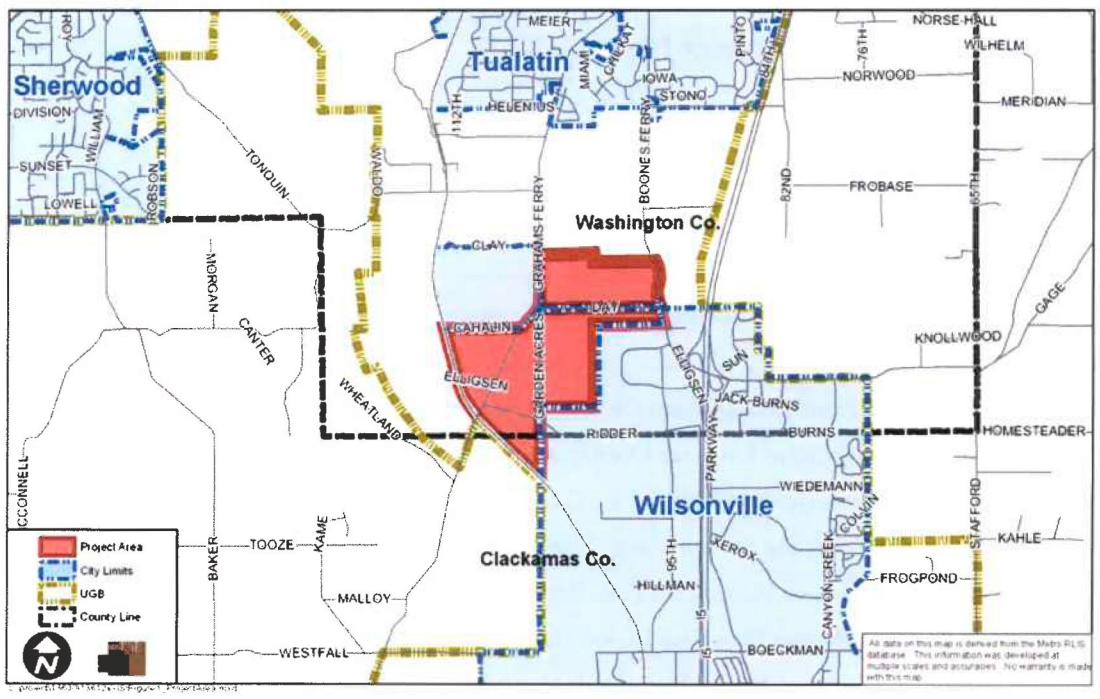
Appendix A – Transportation Goals and Policies – Summary

Appendix B – Revised Draft Goals and Policies

Introduction

This memorandum provides an overview of relevant existing local, regional, and state plans and policies for consideration in the Coffee Creek TGM planning process. The Coffee Creek planning effort is being conducted to create a detailed transportation and land use plan for the approximately 309-acre study area located in northwest Wilsonville and unincorporated Washington and Clackamas Counties (see Figure 1). The planning process will include an evaluation of alternative land use patterns, transportation system connections, and the consideration of urban facilities (water, sanitary sewer system, storm sewer system).

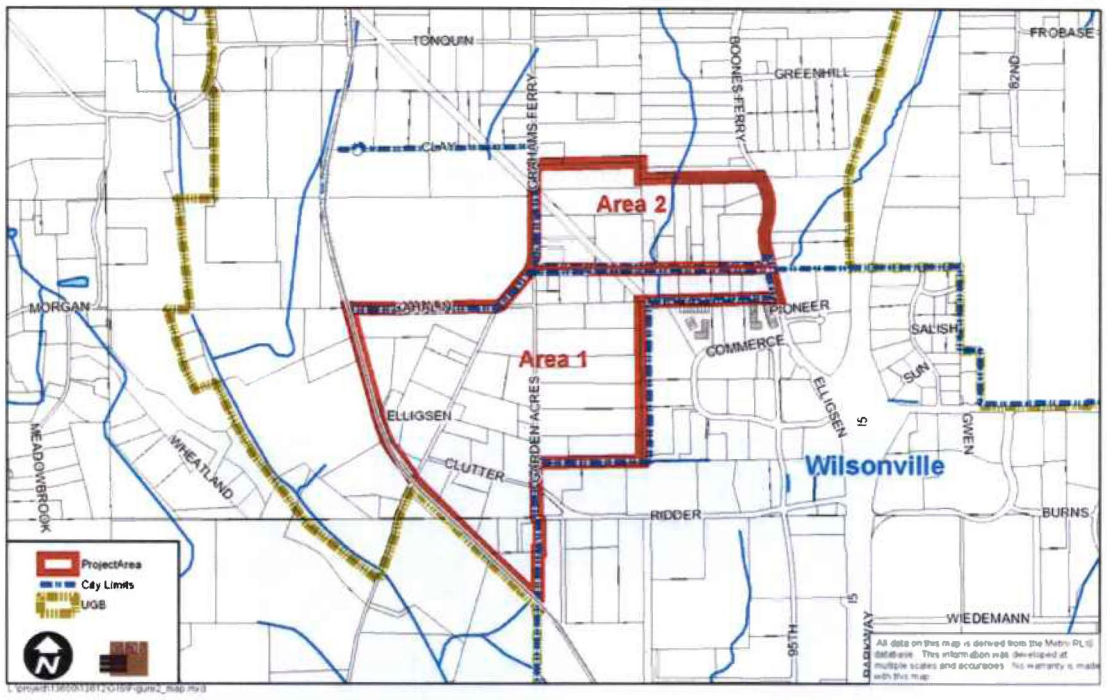
Figure 1



Ultimately, the project area will be annexed into the City of Wilsonville with the City providing urban services. Hence, the plan will result in an amendment to the Wilsonville Comprehensive Plan that may require amendments to the Wilsonville Planning and Land Development Code, and an addendum to the Wilsonville Transportation Plan.

The southern portion (Area 1 – Figure 2) of the study area was added to the Metro UGB in 2002 (urban reserve area 42). A Concept Plan for the former urban reserve area 42 was prepared in 1998. The northern portion (Area 2 – Figure 2) of the study area was added to the Metro UGB in 2004. A concept plan for Area 2 will be developed as part of this planning effort.

Figure 2



This memorandum provides a summary of the existing local and regional land use policy documents, which pertain to the Plan area, including:

- Metro Urban Growth Management Functional Plan
- Wilsonville Comprehensive Plan
- Wilsonville Planning and Land Development Code
- Wilsonville Designated Significant Resource Overlay Zone (SROZ) Inventories and Compliance Policies
- Wilsonville Wastewater and Storm water Master Plans
- Wilsonville Parks and Recreation Master Plan
- Wilsonville Emergency Service Objectives
- Washington County Community Development Code
- Clackamas County Zoning and Development Ordinance

Transportation goals and policies as well as a summary of transportation related documents are summarized in Appendix A. These state, regional, and local transportation policy documents include:

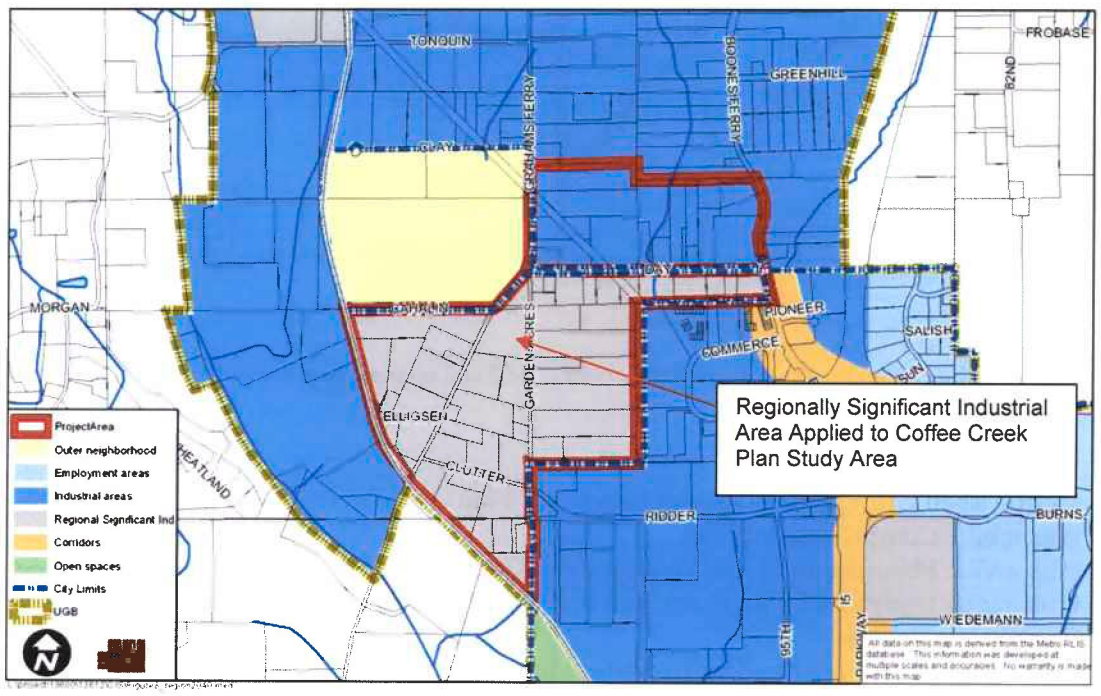
- Metro Urban Growth Management Functional Plan

- Wilsonville Transportation System Plan
- Wilsonville Bicycle and Pedestrian Master Plan
- Wilsonville Parks and Recreation Master Plan
- Wilsonville Transit Master Plan

The Metro Urban Growth Management Functional Plan (effective 2/15/06)

This regional land use policy document identifies design types and density levels for local governments within Metro's jurisdiction and seeks to improve the region's economy by providing and protecting a supply of sites for employment. As shown in Figure 3, the design type applied to the Coffee Creek Study Area is Regionally Significant Industrial Area (RSIA) as well as Industrial Areas. The surrounding area is predominantly within the Industrial Area, except for the prison site, identified as Outer Neighborhood.

Figure 3



Regionally Significant Industrial Area (South of Day Road)

Regionally Significant Industrial Areas (RSIAs) are those areas near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. Each city and county with land use planning authority over RSIAs shown on the Employment and Industrial Areas Map shall derive specific plan designation and zoning district boundaries of RSIAs within its jurisdiction from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in this section and the need to achieve a mix of employment uses.

According to section 3.07.170, the average density levels for employment design types are recommended to consist of 20 persons per acre in Employment Areas, nine employees per acre in Industrial Areas and nine employees per acre in RSIA.

According to Section 3.07.420 (B), in Regionally Significant Industrial Areas,

...cities and counties shall review their land use regulations and revise them, if necessary to include measures to limit the size and location of new buildings for retail commercial uses, such as stores and restaurants and retail and professional services that cater to daily customers – such as financial, insurance, real estate, legal, medical and dental offices – to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

1. *Within the boundaries of a pubic use airport...*
2. *Training facilities, whose primary purpose is to provide training to meet industrial need.*

Section 3.07.420 (C) also requires that,

...cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the siting and location of new buildings for the uses described in subsection B and for non-industrial uses that do not cater to daily customers—such as bank or insurance processing centers—to ensure that such uses do not reduce off-peak performance on Main Roadway Routes and Roadway connectors shown on Metro's Freight Network Map, November 2003, below standards set in the 2004 Regional Transportation Plan or require added road capacity to prevent falling below the standards.

No city or county shall amend its land use regulation that apply to lands shown as RSIA on the Employment and Industrial Areas Map to authorize uses described in subsection B that were not authorized prior to July 1, 2004. [Section 3.07.420 (D)].

Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. *Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels;*
2. *Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size;*
3. *Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40% of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection B.*

4. *Notwithstanding paragraph 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:*

   a. *To provide public facilities and services;*
   b. *To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;*
   c. *To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or*
   d. *To allow the creation of a lot for financing purposes when the created lot is part of a master planned development. [Section 3.07.420 (E)].*

Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure, or land existing at the time of adoption of this ordinance to implement this section to continue and to expand to add up to 20% more floor area and 10% more land area. Notwithstanding subsection E of this section, a City or county may allow division of lots or parcels pursuant to a master plan approved by the City or county prior to July 1, 2004 [Section 3.07.420 (F)].

General Industrial (North of Day Road)

Many of the regulations which apply to RSIA's also apply to Industrial areas, however the restrictions placed on retail uses and services in Industrial Areas is more relaxed than in RSIA's. The land uses allowed in Industrial Areas limit the amount of new buildings for retail commercial uses. These uses *...shall not occupy more than 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project. ..[Section 3.07.430 (A)].*

In addition to restrictions on uses, the Industrial Areas also include similar restrictions to the RSIA on division of land including:

Cities and counties may allow division of lots or parcels into smaller lots or parcels as follows:

1. *Lots or parcels smaller than 50 acres may be divided into any number of smaller lots or parcels;*
2. *Lots or parcels larger than 50 acres may be divided into smaller lots and parcels pursuant to a master plan approved by the city or county so long as the resulting division yields at least one lot or parcel of at least 50 acres in size;*
3. *Lots or parcels 50 acres or larger, including those created pursuant to paragraph (2) of this subsection, may be divided into any number of smaller lots or parcels pursuant to a master plan approved by the city or county so long as at least 40 percent of the area of the lot or parcel has been developed with industrial uses or uses accessory to industrial use, and no portion has been developed, or is proposed to be developed, with uses described in subsection A of this section.*
4. *Notwithstanding paragraph 2 and 3 of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:*

   a. *To provide public facilities and services;*
   b. *To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;*

c. *To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use; or*
d. *To allow the creation of a lot for financing purposes when the created lot is part of a master planned development. [Section 3.07.430 (D)].*

As a result of this planning process and in order to be compliant with Section 3.07.1120 of the Urban Growth Management Functional Plan, the City of Wilsonville will derive comprehensive land use plan designation and zoning district designations/boundaries to ensure that development in RSIA's and surrounding Industrial Areas is consistent with the Functional Plan.

Wilsonville Comprehensive Plan

This overall guiding policy document for the City of Wilsonville establishes general comprehensive plan policies for land use, transportation, public facilities, housing, economic development, citizen involvement, and related items. Goals and Policies which are specific to the study plan are included below.

The project study area is defined as *Area H* in the Areas of Special Concern section of the Wilsonville Comprehensive Plan,

AREA H
Note: the previous Area 8 has been replaced with Area H, dealing with the Day Road area, northwest of the current City limits, including the new State prison. This area is bordered by Clay and Day Roads on the north and railroad tracks on the west. A master plan for this neighborhood will be needed to address property-owner concerns and mitigate the effects of the 110-acre prison development. The City is providing urban services to the prison prior to annexation, and expects to provide services to the entire area when it has been master planned and annexed.

According to the Urban Growth Management section of the Comprehensive Plan,
Wilsonville's rapid growth is clearly demonstrated by the following statistics: of the land within the current City limits, three times as much was developed in 1999 as was the case in 1988; and the City's population increased by nearly 400 percent in the same period. Economic development has grown just as rapidly, yielding an employment base that has grown as rapidly as the population. Figures provided by Metro in 1996 indicated that Wilsonville had more than three jobs for each housing unit within the City.

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

- Implementation Measure 2.1.1.c. Encourage a balance between residential, industrial, and commercial land use, based on the provisions of this Comprehensive Plan.
- Implementation Measure 2.1.1.d. Establish and maintain revenue sources to support the City's policies for urbanization and maintain needed public services and facilities.

- Implementation Measure 2.1.1.e. Allow new development to proceed concurrently with the availability of adequate public services and facilities as specified in Public Facilities and Services Section (Section C) of the Comprehensive Plan.

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

- Implementation Measure 2.2.1.a. Allow annexation when it is consistent with future planned public services and when a need is clearly demonstrated for immediate urban growth.
- Implementation Measure 2.2.1.b. The City of Wilsonville, to the best of its ability based on infrastructure provided at the local, regional, and state levels, shall do its fair share to increase the development capacity of land within the Metro UGB.

  — The City of Wilsonville shall comply with the provisions of the Metro Urban Growth Management Functional Plan, unless an exception to the requirements is granted as provided in that Functional Plan.
  — The City shall comply with the provisions of Metro's Urban Growth Management Functional Plan, as long as that compliance does not violate federal or state law, including Statewide Planning Goals.

- Implementation Measure 2.2.1.e. Changes in the City boundary will require adherence to the annexation procedures prescribed by State law and Metro standards. Amendments to the City limits shall be based on consideration of:

  1. Orderly, economic provision of public facilities and services, i.e., primary urban services are available and adequate to serve additional development or improvements are scheduled through the City's approved Capital Improvements Plan.
  2. Availability of sufficient land for the various uses to insure choices in the marketplace for a 3 to 5 year period.
  3. Statewide Planning Goals.
  4. Applicable Metro Plans;
  5. Encouragement of development within the City limits before conversion of urbanizable (UGB) areas.

- Implementation Measure 2.2.1.g. Urban sanitary sewer and water service shall not be extended outside the City limits..

According to the Public Facilities and Services section of the Wilsonville Comprehensive Plan, *The City's policies for the provision of public facilities and services can be divided into three categories. The first is the City's overall commitment to provide, or coordinate the provision of facilities and services to meet the community's needs. The second concerns the timing of the provision of facilities and services*

relative to development (i.e., concurrency issues). The third concerns the costs of providing facilities and services and who is responsible for paying.

Goal 3.1 To assure that good quality public facilities and services are available with adequate capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.

Policy 3.1.1 The City of Wilsonville shall provide public facilities to enhance the health, safety, educational, and recreational aspects of urban living.

- Implementation Measure 3.1.1.c. Developments shall continue to be required to extend services/facilities to the far side of the subject property - assuring that the adjacent properties have access to those services/facilities. It is noted that unusual existing circumstances may necessitate creative solutions for the extension of services/facilities.
- Implementation Measure 3.1.1.d. The City shall periodically review and, where necessary, update its development densities indicated in the land use element of the Plan, based on the capacity of existing or planned services and/or facilities.

Policy 3.1.2 The City of Wilsonville shall provide, or coordinate the provision of, facilities and services concurrent with need (created by new development, redevelopment, or upgrades of aging infrastructure).

- Implementation Measure 3.1.2.a. Urban development will be allowed only in areas where necessary facilities and services can be provided.

Policy 3.1.4 The City of Wilsonville shall continue to operate and maintain the wastewater treatment plant and system in conformance with federal, state, and regional water quality standards.

- Implementation Measure 3.1.4.b. The City shall continue to manage growth consistent with the capacity of sanitary sewer facilities.
- Implementation Measure 3.1.4.e. The City shall continue to require all urban level development to be served by the City's sanitary sewer system.

Policy 3.1.5 The City shall continue to develop, operate and maintain a water system, including wells, pumps, reservoirs, transmission mains and a surface water treatment plant capable of serving all urban development within the incorporated City limits, in conformance with federal, state, and regional water quality standards. The City shall also continue to maintain the lines of the distribution system once they have been installed and accepted by the City.

Policy 3.1.7 The City of Wilsonville shall develop and maintain an adequate storm drainage system. However, where the need for new facilities is the result of new

development, the financial burden for drainage system improvements shall remain primarily the responsibility of developers. The City will use systems development charges, user fees, and/or other funding sources to construct facilities to improve storm water quality and control the volume of runoff.

- Implementation Measure 3.1.7.d. Major natural drainage ways shall be retained and improved as the backbone of the drainage system and designated as open space. The integrity of these drainage ways shall be maintained as development occurs. Where possible, on-site drainage systems will be designed to complement natural drainage ways and designated open space to create an attractive appearance and will be protected by conservation, utility, or inundation easements. Alteration of minor drainage ways may be allowed provided that such alterations do not adversely impact stream flows and in-stream water quality of the major drainage ways and provide for more efficient use of the land. Such alteration must be approved by the City. Remnant creek channels, which previously Public Facilities and Services Wilsonville Comprehensive Plan Page C - 16 Updated April 2004 carried water that has since been diverted, shall be evaluated for their wildlife habitat value before being selected for use as drainage ways. Where a remnant creek channel is found to provide unique habitat value without being a riparian zone, and that habitat value would actually be diminished through the re-introduction of storm water, alternate methods of conveying the storm water will be considered and, if feasible, used.
- Implementation Measure 3.1.7.e. Existing culverted or piped drainage ways will be "daylighted" (converted from underground to surface facilities) when doing so will help to achieve the City's goals for storm drainage without overly conflicting with development.
- Implementation Measure 3.1.7.f. Conversion of existing swales or drainage ways to culverted or piped systems shall be permitted only where the City Engineer determines that there is no other reasonable site development option. See Option A, above.
- Implementation Measure 3.1.7.i. It is the intent of these measures to maximize the use of the natural drainage system to allow for ground water infiltration and other benefits to community aesthetics as well as habitat enhancement. This does not mean that natural drainage ways will be left unimproved.

Policy 3.1.8 The City of Wilsonville shall continue to coordinate planning for fire safety with the Tualatin Valley Fire and Rescue District.

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

- Implementation Measure 3.1.11.a. Identify and encourage conservation of natural, scenic, and historic areas within the City.

- Implementation Measure 3.1.11.b. Provide an adequate diversity and quantity of passive and active recreational opportunities that are conveniently located for the people of Wilsonville.
- Implementation Measure 3.1.11.i. Develop limited access natural areas connected where possible by natural corridors for wildlife habitat and watershed and soil/terrain protection. Give priority to preservation of contiguous parts of that network which will serve as natural corridors throughout the City for the protection of watersheds and wildlife.

Policy 3.1.13 The City of Wilsonville shall coordinate planning activities with the utility companies, to insure orderly and efficient installation of needed service lines and equipment.

Policy 3.1.14 The City of Wilsonville shall, pursuant to Statewide Planning Goal 11 and within the confines of the City budget, maintain a qualified staff adequate to support the various service functions of the City. The City shall plan for the provision of adequate work spaces and facilities in order to maximize the accessibility of City services to the public. Facilities shall be funded in the manner deemed most cost-effective and efficient by the Budget Committee and City Council.

According to the Economic Development section of the Wilsonville Comprehensive Plan, *Wilsonville is strategically located on the fringe of the metropolitan area, just south of the confluence of the I-5 and I-205 freeways, making it very desirable for economic development. Because of this, the City has an excellent opportunity to actively plan and guide its commercial and industrial development rather than remain in a passive review role. In this way, the City can ensure the type of development it wishes to occur.*

Goal 4.1 To have an attractive, functional, economically vital community with a balance of different types of land uses.

- Implementation Measure 4.1.1.a. To ensure overall economic stability, the City will continue to coordinate its policies with those of Clackamas County's and Washington County's Overall Economic Development Plans (OEDP), as well as the Oregon Economic Development Department.
- Implementation Measure 4.1.1.e. The City shall protect existing and planned industrial and commercial lands from incompatible land uses, and will attempt to minimize deterrents to desired industrial and commercial development.

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

- Implementation Measure 4.1.2.f. The City, in accordance with Title 4 of the Metro Urban Growth Management Functional Plan, will encourage development of lands designated by Metro as "Employment" and "Industrial" areas to include supportive retail development. Commercial uses in those areas can be expected to include some limited retail uses,

primarily to serve the needs of people working or living in the immediate area and 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.

According to the Industrial Development section of the Wilsonville Comprehensive Plan, *Wilsonville is basically a compact City, for this reason all industrial development should be compatible with adjacent or nearby commercial and/or residential areas.*

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

- Implementation Measure 4.1.3.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.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.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.

Policy 4.1.5 Protect valuable resource lands from incompatible development and protect people and property from natural hazards.

- Implementation Measure 4.1.5.d. Conserve and create open space throughout the City for specified objectives.
- Implementation Measure 4.1.5.e. Protect the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas identified by Metro by limiting or mitigating the impact on these areas from development activities.
- Implementation Measure 4.1.5.g. Encourage identification and conservation of natural scenic and historic areas within the City.

- Implementation Measure 4.1.5.h. Develop an attractive and economically sound community.
- Implementation Measure 4.1.5.k. Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.
- Implementation Measure 4.1.5.q. Continue to regulate development in potential disaster and hazard areas to minimize risks to life or property.
- Implementation Measure 4.1.5.y. Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process shall be designated as one or more overlay zones on the City Zoning Map.
- Implementation Measure 4.1.5.z. Protected natural resources within the Significant Resource Overlay Zone are intended to remain undeveloped with the possible exceptions of passive recreation and underground public facilities. These areas include the following:

    1. Riparian corridors, wetlands and wildlife habitat that are determined to be significant through the Goal 5 process and are included in the Significant Resource Overlay Zone.
    2. Water quality resource areas as defined by Metro's Title 3 of the Urban Growth Management Functional Plan.

- Implementation Measure 4.1.5.nn. Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City Land Use and Development Wilsonville Comprehensive Plan Page D - 30 Updated April 2004 will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Wilsonville Planning and Land Development Ordinance (January 2006)

The purpose of the Wilsonville Planning and Land Development Ordinance is to ...*promote the general public welfare by ensuring procedural due process in the administration and enforcement of the City's Comprehensive Plan.* Changes in future development levels and land use activities in the planning area will be regulated by zoning contained in the Wilsonville Planning and Land Development Ordinance. Regulations specific to the planning area are summarized below.

Section 4.117. Standards Applying To Industrial Developments in Any Zone

(.01) All industrial developments, uses, or activities are subject to performance standards. If not otherwise specified in the Planning and Development Code, industrial Section 4.118, developments, uses, and activities shall be subject to the performance standards specified in Section 4.135 (.07) (PDI Zone).

Section 4.135. PDI- Planned Development Industrial Zone

(.01) Purpose: The purpose of the PDI zone is to provide opportunities for a variety of industrial operations and associated uses.

(.02) The PDI Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

Section 4.135.5: Planned Development Industrial – Regionally Significant Industrial Area

(.01) Purpose. The purpose of the PDI-RSIA Zone is to provide opportunities for regionally significant industrial operations along with a limited and appropriate range of related and compatible uses; to provide the flexibility to accommodate the changing nature of industrial employment centers, to protect industrially zoned lands for industrial uses, primarily in those areas near significant transportation facilities for the movement of freight and to facilitate the redevelopment of under-utilized industrial sites.

(.02) The PDI-RSIA Zone shall be governed by Section 4.140, Planned Development Regulations, and as otherwise set forth in this Code.

Tree Preservation and Protection Section 4.600.20. Applicability of Subchapter

(.01) The provisions of this subchapter apply to the United States and the State of Oregon, and to their agencies and subdivisions, including the City of Wilsonville, and to the employees and agents thereof.

(.02) By this subchapter, the City of Wilsonville regulates forest practices on all lands located within its urban growth boundary, as provided by ORS 527.722. (.03) The provisions of this subchapter apply to all land within the City limits, including property designated as a Significant Resource Overlay Zone or other areas or trees designated as protected by the Comprehensive Plan, City zoning map, or any other law or ordinance; except that any tree activities in the Willamette River Greenway that are regulated by the provisions of WC 4.500 - 4.514 and requiring a conditional use permit shall be reviewed by the DRB under the application and review procedures set forth for Tree Removal Permits.

Wilsonville Designated Significant Resource Overlay Zone (SROZ) Inventories and Compliance Policies (January 2006)

The Significant Resource Overlay Zone (SROZ) inventories and compliance policies are included in chapter 4.139.01 of the Wilsonville Planning and Land Development Ordinance. This zone is,

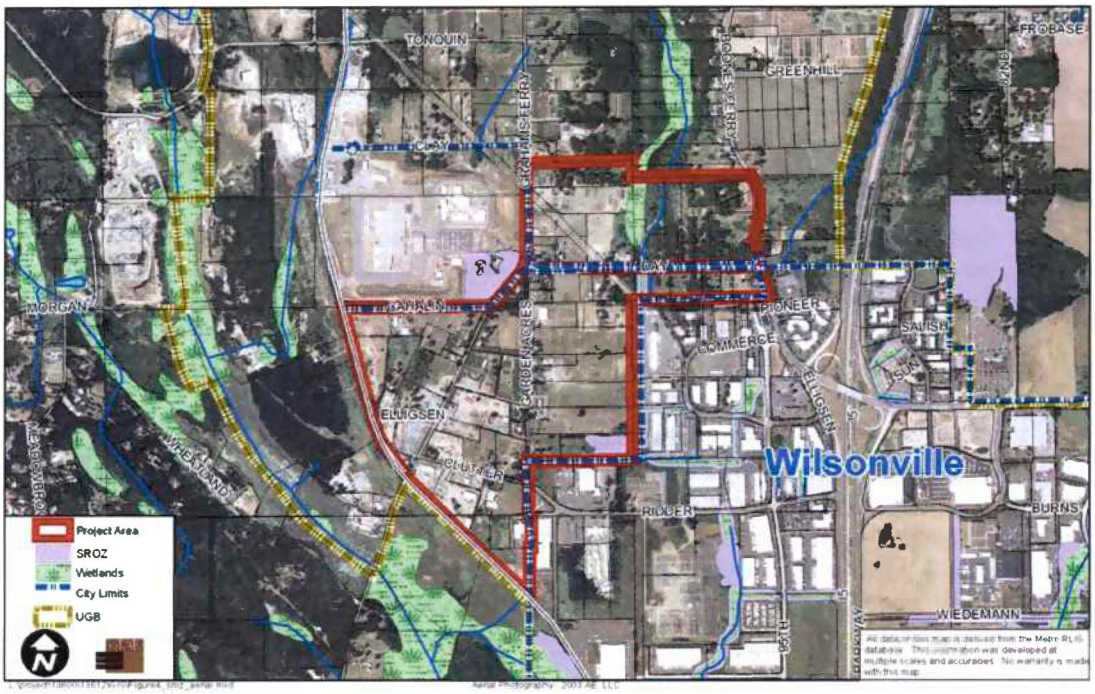
...intended to be used with any underlying base zone as shown on the City of Wilsonville Zoning Map. The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated. (Section 4.139.01 SROZ - Purpose)

Section 4.139.02 Where These Regulations Apply

The regulations of this Section apply to the portion of any lot or development site, which is within a Significant Resource Overlay Zone and its associated "Impact Areas". The text provisions of the Significant Resource Overlay Zone ordinance take precedence over the Significant Resource Overlay Zone maps. The Significant Resource Overlay Zone is described by boundary lines shown on the City of Wilsonville Significant Resource Overlay Zone Map. For the purpose of implementing the provisions of this Section, the Wilsonville Significant Resource Overlay Zone Map is used to determine whether a Significant Resource Impact Report (SRIR) is required. Through the development of an SRIR, a more specific determination can be made of possible impacts on the significant resources. Unless otherwise exempted by these regulations, any development proposed to be located within the Significant Resource Overlay Zone and/or Impact Area must comply with these regulations. Where the provisions of this Section conflict with other provisions of the City of Wilsonville Planning and Land Development Ordinance, the more restrictive shall apply. The SROZ represents the area within the outer boundary of all inventoried significant natural resources. The Significant Resource Overlay Zone includes all land identified and protected under Metro's UGMFP Title 3 Water Quality Resource Areas, as currently configured, significant wetlands, riparian corridors, and significant wildlife habitat that is inventoried and mapped on the Wilsonville Significant Resource Overlay Zone Map.

The lands within the SROZ are shown in Figure 4, below.

Figure 4



Wilsonville Wastewater Collection System Master Plan Final Report (July 2001)

This plan provides estimates of existing and future wastewater flows, including Urban Planning Areas outside the city, and sets forth a plan to adequately size a treatment plant, trunk lines, and interceptors within the service district. The existing service area is served by five interceptors, ranging in size from 10 to 30 inches. The existing sewer system includes 56 miles of gravity sewers and several pump stations.

The Coffee Creek Urban Planning Area is located in the United Disposal Interceptor basin subarea. The majority of the Coffee Creek Urban Planning Area was included as Urban Planning Area 4 (UPA-4) in the sewer master plan. This area was assumed to include the Coffee Creek Correctional Institution (on 113-acres) and 313-acres of future industrial land. Future unit flow assumptions for industrial uses were forecasted to be 2,000 gallons/day/acre. After considering factors for average daily flows, the industrial portion of UPA-4 is assumed to generate 626,000 gallons per day (gpd) of sewer flow at build-out.

It should also be noted that the assumptions included in the Preliminary Urban Reserve Plan for Area 42 (prepared in 1998), which includes a portion of the Coffee Creek Planning Area, calculated sewer flows at 3.0 mgd for the prison and industrial sites, that can serve between 12 and 21 persons per acre. The sewer master plan assumes 0.8 mgd of average flows from this area, which is consistent with the lower range of employment assumed by the Area 42 plan.

The sewer master plan identifies two specific capital improvements that would be required to adequately serve the majority of the Coffee Creek Planning Area. These include:

- United Disposal Parallel Pipe (CIP-UD1). Includes construction of a 12-inch line from SMH3503 to SMH0269 to convey peak wastewater flows over a distance of 5,315 feet. The project includes an 8-foot diameter manhole with a diversion weir. Railcrossing will require trenchless technology. Alternative alignments should be investigated to minimize impacts to wetland and natural areas. Coordinate with Kinsman Road extension where possible. Estimated cost of $1,105,704 (2001 dollars).
- Garden Acres Road New Trunk Sewer (CIP-UD3). Includes a new 12-inch trunk service extension along Garden Acres Road between Day Road and SW Ridder Road to serve future development. Line covers 1,830 linear feet with estimated cost of $383,568 (2001 dollars).

The sewer master plan also indicates that current operations and maintenance issues affecting system capacity, include *...difficult access to the United Disposal line along the existing drainage way.* O&M efficiencies would likely be realized with implementation of the above mentioned projects.

City of Wilsonville, Stormwater Master Plan Final Report (June 2001)

This plan addresses the management of stormwater runoff quantity and quality within the City's Urban Growth Boundary and adjoining planning areas. The plan specifically addresses Comprehensive Plan Policy 3.1.7 which requires that, *The City of Wilsonville shall develop and maintain an adequate storm drainage system.* The Stormwater Master Plan is the mechanism which implements this Comprehensive Plan Policy and Implementation measures.

The Coffee Creek Planning Area is located within the Coffee Lake Creek Basin. The north tributary to Basalt Creek is located south of Day Road. Basalt Creek drains into Coffee Creek Lake and extends north of Day Road into the City of Tualatin UGB.

The Stormwater Maser Plan identifies potential regional detention facilities in the Coffee Creek Planning Area as effective pollution reduction facilities. Planned facilities in the Planning Area include:

- Project CLC-8, Detention Storage/Wetland Enhancement on North Tributary of Basalt Creek. The location north of Commerce Circle and south of Day Road contains existing wetlands on undeveloped property. A portion of the project may be located under BPA

power lines. The project would need to be inspected two to four times per year, and maintained annual to prevent obstructions near outlets. Estimated capital cost is $1,157,000 (2001 dollars).

- Project CLC-13, Channel West of Commerce Circle. High water levels are created by a lack of consistent channel slope or restrictions at the downstream ends of local storm water pipes. This project would remove two short sections of pipe located at the south end of the channel and re-grade pipework at the downstream end to remove restrictions to flow. Estimated cost is $114,000 (2001 dollars).
- North Wilsonville Planning Area comprehensive storm drainage system. The former Urban Reserve Area 42 (portion of Coffee Creek Planning Area) requires a system of storm drainage improvements in addition to on-site stormwater detention and treatment provided by developers. The off-site public facility improvements are estimated to cost $2.46 million (2001 dollars).

City of Wilsonville, Water Master Plan Final Report (January 2002)

Prior to the construction of the City of Wilsonville's Willamette Water Treatment Plant in 2002, the City relied on eight underground wells in the Columbia River Aquifer to serve its needs. The Willamette Treatment Plant now provides the majority of the City's water needs, with its main transmission line that runs up Kinsman Road. The Water Master Plan provides a plan for evaluating future water system needs to meet anticipated growth.

The Water Master Plan specifically addresses Comprehensive Plan Policies 3.1.1-3.1.5 and Implementation Measures:

To assure that good quality public water supply and distribution facilities are available with adequate but not excessive capacity to meet community needs, while also assuring that growth does not exceed the community's commitment to provide adequate facilities and services.

The Water Master Plan assumes current water usage rates of 44-gallons per day for industrial (average) and 176-gallons per day (peak) per user. The City's Community Development Department has also assumed that two 1.0 mgd average daily demand (ADD) industrial users will locate in the City by 2020 that will also need to be accommodated. The resulting analysis of water demand indicates that average peak day demand for industrial uses will increase from 1.25 mgd (2000) to 8.35 mgd (2020). Total water demand for the city is forecasted to increase from 6.8 mgd (2000) to 20.02 mgd (2020).

The existing Willamette Treatment Plan combined with existing wells has the capacity to handle approximately 10 mgd of total water demand. Future capacity expansion is planned to include 5 mgd through reservoirs (using aquifer storage and recovery wells) and another 5 mgd through expansion at the Willamette Treatment Plant.

The Water Master Plan is consistent with the Preliminary Urban Reserve Plan for Area 42 with regard to the preferred method of serving the Coffee Creek Planning Area. The Water Master

Plan includes a capital improvement phasing plan that identifies the need to add 4,220 linear feet of 12-inch water line between Grahams Ferry to Ridder Road and Ridder Road to Garden Acres at a cost of $462,723 (2002 dollars). Additional water system improvements could include a pro rata share of off-site improvements for the new reservoir and pump stations.

Wilsonville Parks and Recreation Master Plan (Draft May 2006)

The Wilsonville Parks and Recreation Master Plan addresses the park, recreation, and service needs of Wilsonville residents over the next 20 years, specifically envisioning *...a comprehensive and interrelated system of parks, recreation, and natural areas, that:*

- *Offers a range of experiences, including active and passive recreation, for all ages and abilities;*
- *Contributes to a healthy and livable community;*
- *Conserves and educates about the natural environment; and*
- *Promotes community connectivity by linking parks, recreation facilities, schools, and other key community centers by trails, pathways, and public transit.*

The Parks and Recreation Master Plan implements Policy 3.1.11 of the Comprehensive Plan, which states that, *The City of Wilsonville shall conserve and create open space throughout the City for specified objectives including park lands.*

The Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the Industrial Area and existing parks.

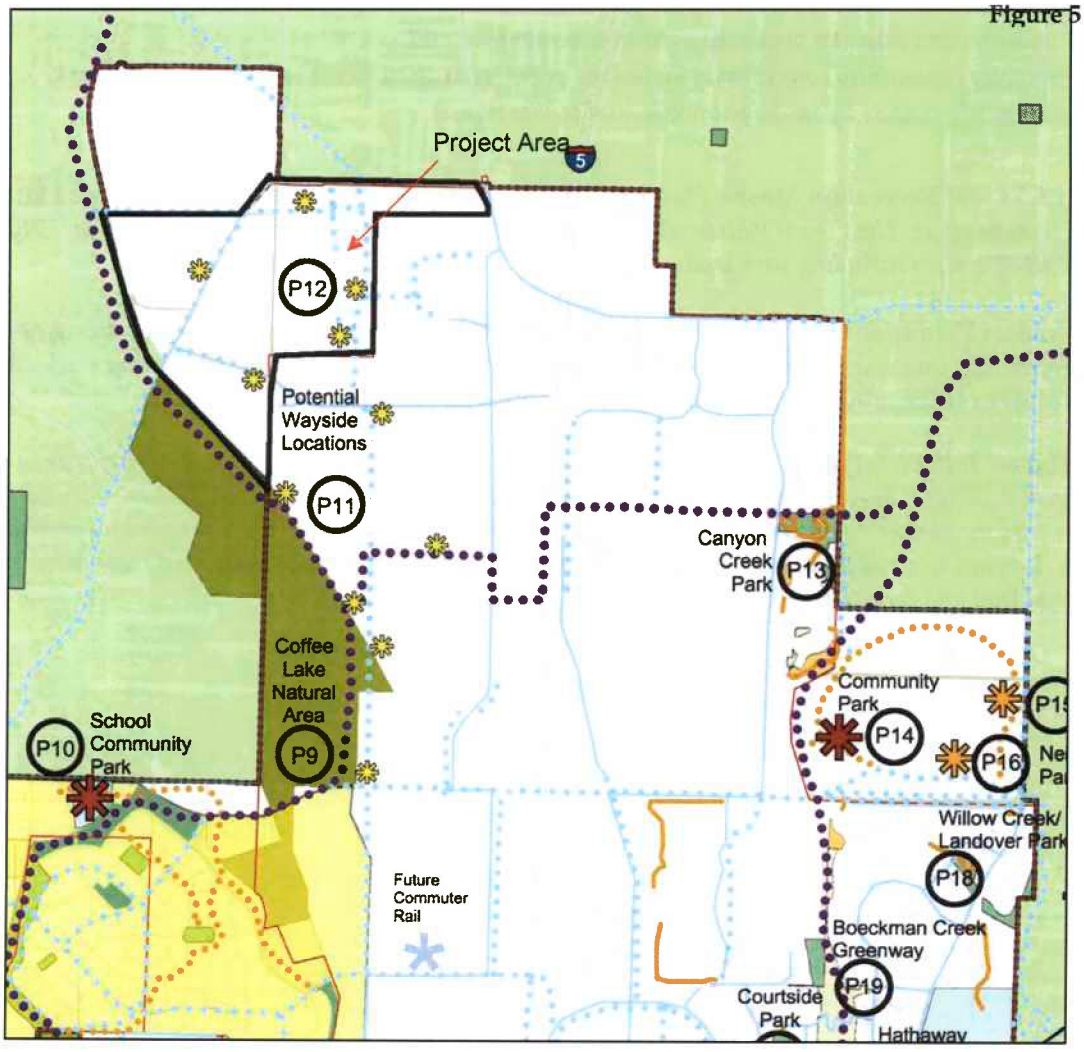
Northwest Industrial Area: *Parks are just as significant in commercial and industrial areas as in residential areas. However, the recreation and leisure needs of workers are different from residential needs, and they are often overlooked. The City of Wilsonville can be a leader in this regard by providing parks designed to serve the city's workforce. For example, the Bike and Pedestrian Plan recommends a regional trail and community trail through the*

Northwest industrial area, offering opportunities to incorporate recreation amenities to serve nearby employees as well as trail users. Benches, picnic areas, and similar facilities may provide healthy opportunities to relax and socialize during lunch and work breaks. As these industrial areas are developed, the City can encourage employers to offer additional recreation opportunities, and other healthy-living amenities. (Wilsonville Parks and Recreation Master Plan, Chapter 2)

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The project area has one potential park site identified in Figure 5, which is the P12 Industrial Area Waysides.

Figure 5

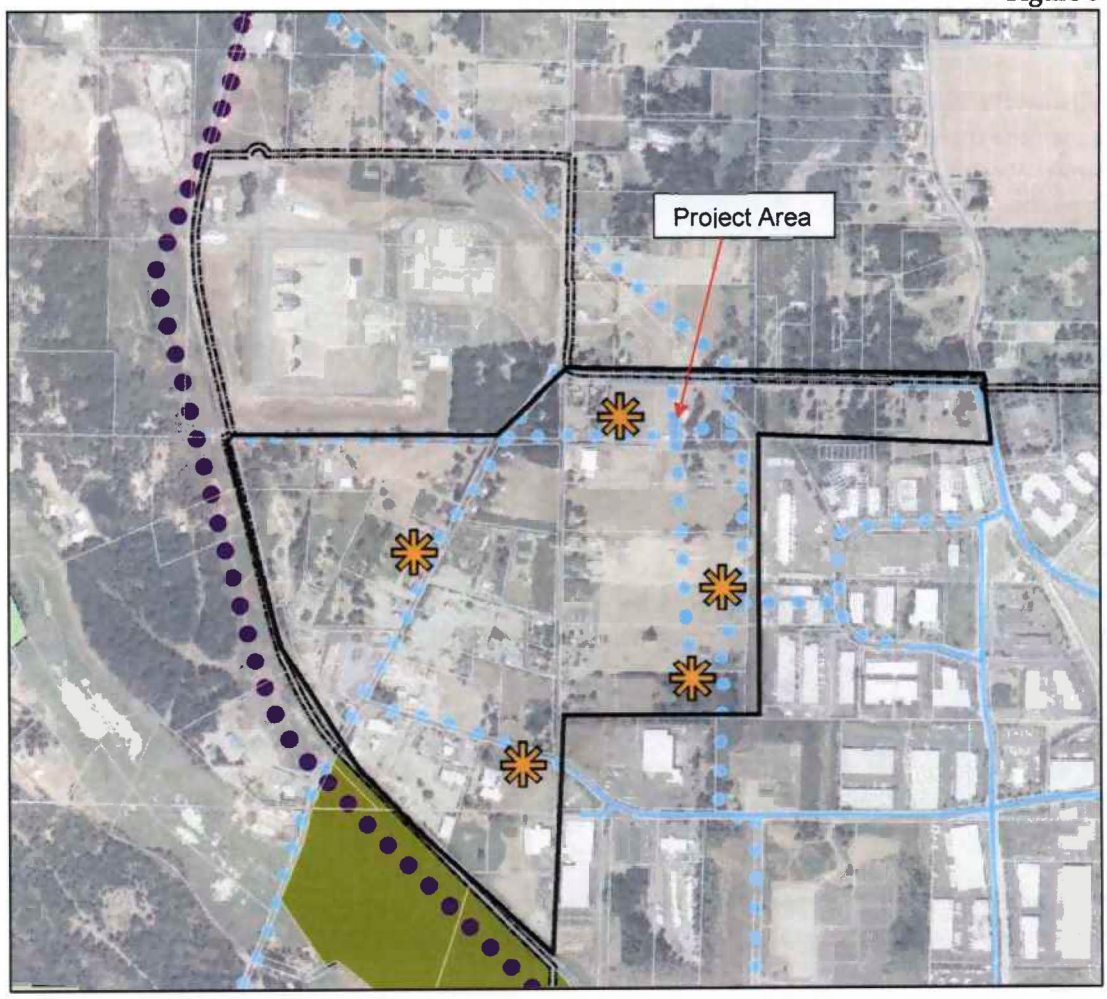


P12 Industrial Area Waysides

Wilsonville is currently planning for industrial uses in the Northwest Area, just south of the prison. There is a great opportunity to design pocket parks that serve social and recreational needs of employees into the overall plan for the area. The vision for this area is to provide pocket parks along the community trails that are easily accessible to employees. Figure 6 depicts potential wayside locations in this area. Recommendations for the waysides include:

4. *In this area, waysides should be provided within about ¼-mile of employees.*
5. *As development occurs in this area, locate and design the waysides. Securing easements or land for each of the waysides should occur as part of the development review and approval process.*
6. *Each wayside should include a small picnic shelter to increase year round usability, site furnishings, and a paved plaza area.*

Figure 6



Chapter 6 of the Parks and Recreation Master Plan provides capital project costs, including costs for the two projects within the plan area.

- P11 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along regional trails R1 and R6 and community trail C10. Allowance based on average cost of $200,000 per wayside, not including trail construction - $600,000 (2005 dollars).
- P12 Industrial Area Waysides: Allowance for design and implementation of 3 pocket parks along community connector trails. Allowance based on average cost of $200,000 per wayside, not including trail construction - $600,000 (2005 dollars).

Wilsonville Bicycle and Pedestrian Master Plan

The Wilsonville Bicycle and Pedestrian Master Plan focuses on bicycling and walking as a way to enhance the quality of life for residents and visitors of Wilsonville. The Bicycle and Pedestrian Master Plan *...is for all residents who desire to bicycle or walk to work; improve their level of daily physical activity; go for a family bicycle ride to the park, library, or down to the Willamette River; or experience an undeveloped natural area such as Graham Oaks, (Wilsonville Bicycle and Pedestrian Master Plan, March 2006).*

The goal of the plan is *...to promote non-motorized travel and provide a safe, interconnected system of pedestrian and bicycle facilities, (Wilsonville Bicycle and Pedestrian Master Plan, March 2006).* This plan is integrated with the Parks and Recreation Master Plan to achieve city-wide goals.

Wilsonville Transit Master Plan

The Wilsonville Transit Master Plan provides strategies for reducing the demand on roads and parking as well as proposals for improved transit service. The Plan has two primary goals:

Goal 1
To promote an effective transit system that is a viable alternative to the single occupant vehicle; responds to the mobility needs of residents, employers, and employees; permits easy shifts from one mode to another; offers choice and convenience; and connects to other regional transportation systems.

Goal 2
To develop and implement Transportation Demand Management strategies in order to create greater choice and mobility; reduce automobile trips; make more efficient use of the roadway system; and minimize air pollution.

This plan is also integrated with the Parks and Recreation Master Plan and Bicycle and Pedestrian Master Plan to achieve city-wide goals.

Wilsonville Emergency Service Objectives

The City of Wilsonville has the authority per Oregon Revised Statutes (ORS) 401.309 to declare a state of emergency, as appropriate, through locally adopted Resolution 1959. Resolution 1959 defines emergencies as *"imminent danger of suffering from a tornado, storm, flood, high water, wind-driven water, earthquake, volcanic eruption, landslide, mudslide, snow or ice storm, drought, fire, explosion, health hazard, infestation, toxic substance, civil disorder, disruption of community services, or any other catastrophe whereby extraordinary measures must be taken to save lives, protect public health, safety and welfare; minimize destruction of property or the environment; or avert or lesson the thereat of a major disaster."*

The City of Wilsonville is also compliant with the use of the National Incident Management System (NIMS) through Resolution 1960.

The City of Wilsonville has an adopted an Emergency Management Plan, October 3, 2005 through Resolution 1961. The Emergency Management Plan identifies detailed policies and procedures regarding: city operations, responsibilities, city policies, and related items.

Washington County Community Development Code & Clackamas County Zoning and Development Ordinance

The Coffee Creek Planning Area is currently regulated by both the Washington County and Clackamas County Community Development Codes, although the majority of the land area is under Washington County jurisdiction. The purpose of these Codes is to implement the County(s) Comprehensive Plan and provide for the health, safety, and general welfare of County citizens.

The study area within Washington County is designated Future Development-20 (FD-20) which applies to the unincorporated urban lands added to the urban growth boundary by Metro through a Major or Legislative Amendment process after 1998. The FD-20 District recognizes the desirability of encouraging and retaining limited interim uses until the urban comprehensive planning for future urban development of these areas is complete. The provisions of this District are also intended to implement the requirements of Metro's Urban Growth Management Functional Plan.

The Clackamas County portion of the project area is currently zoned R1, which permits residential development in accordance with the Clackamas County Zoning and Development Ordinance.

Once the planning process is concluded and the study area annexed into Wilsonville, the City's zoning will apply to the area rather than Clackamas and Washington County zoning ordinances.

Revised Draft Goals and Objectives

The draft goals and objectives for this project are included in Appendix B, and will be revised based upon TAC input.

Next Steps

Otak will work closely with the project team to prepare draft land use and transportation alternatives for the study area, which will be presented to the Technical Advisory Committee (TAC) as well as other interested agencies. The alternatives will then be reviewed with subjective and objective evaluation criteria and a recommended plan for the study area will be identified for implementation.

Appendix A
Transportation Goals & Policies – Summary

Prepared by DKS

MEMORANDUM

TO: Todd Chase, AICP, OTAK

FROM: Scott Mansur, P.E., DKS Associates

DATE: June 30, 2006

SUBJECT: *Wilsonville Coffee Creek I TGM*
Transportation Plans and Policies, Goals and Objectives Technical Memo #1

This is the first in a series of memorandums that presents technical findings and recommendations for the Wilsonville Coffee Creek TGM project. The purpose of this memorandum is to provide the Technical Advisory Committee (TAC) with a summary of key transportation issues specific to the Coffee Creek project area that were addressed in the following past plans:

- 2004 Regional Transportation System Plan
- 1999 Oregon Highway Plan
- City of Wilsonville Transportation System Plan
- City of Wilsonville Bicycle and Pedestrian Master Plan
- City of Wilsonville Transit Master Plan (Draft)
- Washington County Transportation System Plan

2004 Regional Transportation Plan, Metro, July 8, 2004.

The Regional Transportation Plan (RTP) is a 20-year blueprint to ensure our ability to get from here to there as the Portland region grows. The RTP establishes transportation policies for all forms of travel - motor vehicle, transit, pedestrian, bicycle and freight - and lays out the priority projects for roads and freight movement as well as bicycling, walking and transit. The plan is based on forecasts of growth in population, households, and jobs as well as future travel patterns and analysis of travel conditions. It considers estimates of federal, state and local funding which will be available for transportation improvements. The plan also comes with cost estimates and funding strategies to meet these costs. Local transportation plans are required by state law to be consistent with the RTP.

The following roadway classifications as shown in the table below as defined in the 2004 Regional Transportation Plan. It should be noted that there are no regional trails or greenways shown with the Coffee Creek project area.

Study Area Roadway Classifications as defined in the 2004 RTP:

Roadway	*Motor Vehicle Function Class*	*Transit*	*Bike*	*Pedestrian*	*Freight*
I-5	*Principal Arterial (Freeway)*	*ND*	*ND*	*ND*	*Main Roadway Route*
Boones Ferry Road	*Minor Arterial*	*Regional Bus*	*Regional Corridor*	*Transit Mixed Use*	*Road Connector*

ND-No Designation

The following table provides the regional performance measures for the study area roadways.

Regional Motor Vehicle Performance Measures as defined in the RTP:

Roadway	*Classification*	*Preferred Operating Standard*		*Acceptable Operating Standard*	
		1st Hour	*2nd Hour*	*1st Hour*	*2nd Hour*
I-5	Principal Arterial	E	D	E	E
Boones Ferry Road	Minor Arterial	E	D	E	E

2004 Regional Transportation Plan, July 8, 2004 (Table 1.2). LOS D defined as demand to capacity ratio of 0.8 to 0.9, LOS E 0.9 to 1.0, and LOS F 1.0 to 1.1.

1999 Oregon Highway Plan, Oregon Department of Transportation, May 1999.

The Oregon Highway Plan (OHP) is a specific element of the Oregon Transportation Plan. The plan has three main elements: the Vision, the Policy Element and the System Element. The Vision portion of the plan considers what Oregon's highway system should look like, considering an anticipated 1.2 million new residents over the next 20 years, as well as projections for economic, demographic and technology forecasts. The Policy Element contains policies and actions under goals for System Definition, System Management, Access Management, Travel Alternatives, and Environmental and Scenic Resources. The System Element begins with an analysis of 20-year state highway needs and lays out investment strategies to meet these needs. This element also lays out an implementation plan for the goals, policies and actions identified in the Policy Element.

Currently, I-5 is classified as an Interstate Highway and Boones Ferry Road is classified as a District Highway within the Coffee Creek study area.

These policies apply to the following study area roadways:

Highway	*Classification*	*V/C Standard**	
		1st Hour	*2nd Hour*
I-5	Interstate Highway	0.99	0.99
Boones Ferry Road	District Highway	0.99	0.99

**Based on the December 13, 2000 Amendment to the 1999 Oregon Highway Plan.*

Transportation System Plan (TSP), City of Wilsonville, June 2003.

THE CITY OF WILSONVILLE TSP PROVIDES SPECIFIC INFORMATION REGARDING TRANSPORTATION NEEDS TO GUIDE FUTURE TRANSPORTATION INVESTMENT IN THE CITY AND DETERMINE HOW LAND USE AND TRANSPORTATION DECISIONS CAN BE BROUGHT TOGETHER BENEFICIALLY FOR THE CITY. THE TSP ALSO ADDRESSED CURRENT PROBLEM AREAS AND LOOKED INTO THE FUTURE (20 YEARS) TO IDENTIFY NEEDS CREATED BY GROWTH. THE TABLE BELOW IDENTIFIES THE PROJECTS THAT WERE RECOMMENDED SPECIFIC TO THE PROJECT AREA.

SEVERAL PROJECTS HAVE BEEN LISTED IN THE TSP WITHIN THE PROJECT AREA.

Number	Location	Description (Project Status)
W-2	Boones Ferry Road	Widen Boones Ferry Road from 95th Avenue to Day Road to five lanes(this project has been constructed).
W-16	Day Road	Widen Day Road to three lanes from Grahams Ferry Road to Boones Ferry Road (this project has been constructed).
C-7	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from RxR tracks to Ridder Road (this project has not been constructed).
C-24	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from Ridder Road to Day Road (this project has not been constructed).
S-1	Grahams Ferry Road/Day Road Intersection	Install traffic signal (this traffic signal has been constructed).
S-6	Boones Ferry Road/Day Road Intersection	Install traffic signal and northbound through lane (this project has been constructed).

ALL OF THE PUBLIC STREET INTERSECTIONS WITHIN THE CITY OF WILSONVILLE ARE REQUIRED TO MEET A LEVEL OF SERVICE "D" STANDARD.

Bicycle and Pedestrian Master Plan, City of Wilsonville, March 2006 (Draft).

THE CITY OF WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN WAS RECENTLY UPDATED AND PROVIDES INFORMATION REGARDING BICYCLE AND PEDESTRIAN NEEDS AND IDENTIFIED IMPROVEMENTS WITHIN THE COFFEE CREEK STUDY AREA AND ARE SUMMARIZED IN THE FOLLOWING TABLE.

THE FOLLOWING BICYCLE AND PEDESTRIAN PROJECTS WERE IDENTIFIED WITHIN THE PROJECT AREA.

Number	Location	Description (Priority)
C14	Commerce Circle (west of 95th)	Commerce Circle serves north Wilsonville as a transit route, and major portions of the roadway lacks sidewalks on one or both sides. (11+ years)
C35	Area 42 Trail (Kinsman to Day Road)	This trail was outlined in the Preliminary Urban Reserve Plan Area 42 and North Wilsonville Industrial Area Proposed Concept Plan providing a connection to the BPA powerline easement. Provides an off-street connection through the industrial lands. (6-10 years)
C36	BPA Powerline Trail (Day Road to Tonquin Trail	This trail connects bicyclists and pedestrians along Day Rd with the Tonquin Trail. Provides Tonquin trail users access to the northern industrial area of Wilsonville. (6-10 years)
C37	Cahalin Road (Kinsman Road to Tonquin Trail)	Provides a safe connection through the northern industrial area of Wilsonville. May provide additional connection to the Tonquin Trail. (6-10 years)
C38	Clutter Road (Garden Acres Road to Grahams Ferry Road)	Provides a safe connection through the northern industrial area of Wilsonville. (6-10 years)
C39	Grahams Ferry Road (Day Road to Tooze Road)	A major north south access road into Wilsonville that currently has no provisions for bicyclists or pedestrians. Providing dedicated facilities provides additional choices for bicycle commuters. (1-5 years)

Transit Master Plan, City of Wilsonville, Draft May 2006.

THE DRAFT TRANSIT MASTER PLAN PROVIDES STRATEGIES FOR REDUCING THE DEMAND ON ROADS AND PARKING AS WELL AS IMPROVED TRANSIT SERVICE. THE DRAFT PLAN PROPOSES A FUTURE TRANSIT ROUTE (ROUTE #203) THAT WOULD PROVIDE SERVICE TO THE COFFEE CREEK PROJECT AREA VIA DAY ROAD INCLUDING A STOP AT THE COFFEE CREEK CORRECTIONAL FACILITY. THIS REVISED ROUTE WAS INTENDED TO SERVE THE FUTURE ANNEXATION OF INDUSTRIAL LANDS.

Transportation System Plan (TSP), Washington County, October 2002

The Washington County 2020 Transportation System Plan is one of the several elements that comprise the Washington County Comprehensive Plan. The TSP contains the accumulation of recommended system and service improvements and programs that will be needed to serve long-term growth to 2020 and addresses transportation and safety issues related to motor vehicles, transit, pedestrian, bicycle, freight and other modes

of transportation. The major work elements of the TSP are policies and strategies, data collection, existing travel conditions and future needs, travel mode alternatives, cost estimates and preparation of draft transportation plan.

The following table provides the Washington County motor vehicle performance measures for the study area roadways.

Roadway	*Classification*	*Target Performance Measures*		*Acceptable performance Measures*	
		First Hour	*Second Hour*	*First Hour*	*Second Hour*
SW Boones Ferry Road	Arterial	D	D	E	D
SW Grahams Ferry Road	Arterial - North of Day St. Collector - South of Day St.	D	D	E	D
SW Day St	Arterial	D	D	E	D

Washington County 2020 TSP, October 29, 2002 (Table 5) LOS D defined as demand to capacity ratio of 0.81 to 0.9, LOS E 0.91 to 0.99.

The table below shows the capacity enhancement projects that were listed in the Washington County 2020 TSP technical appendix within the project area.

Number	*Location*	*Description*
131	Grahams Ferry Rd	Widen Grahams Ferry Road to three lanes from Tonquin to Clutter Rd and provide sidewalks
132	Day St	Widen Day St. to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks

133	Clutter/Ridder Rd	Widen Clutter/Ridder to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks
138	Tonquin Rd	Widen and Realign Tonquin Rd from Grahams Ferry to Oregon St and provide sidewalks

Washington County 2020 TSP, Technical Appendix B-2, C-4 May 3, 2002

Appendix B
Revised Draft Goals and Policies

Coffee Creek Master/Concept Plan
Summary of Draft Goals, Objectives and Criteria

revised August 23, 2006

Goal 1		**Consistency with Local, Regional and State Plans**
Objectives	*A*	*Compatibility with Metro 2040 Framework Plan, and Statewide Land Use Goals*
	B	*Limit location of other employment types on industrial lands consistent with Metro ordinance, and RSIA/Industrial land use designations*
	C	*Support clustering of industries*
	D	*Provide for retention and/or aggregation of large industrial sites*
Criteria	1	Limit new retail space to less than 3000 (RSIA) to 5000 (Industrial) per user and less than 20,000 total.
	2	Number of potential "large contiguous industrial sites" over 20 acres in size
	3	At least 40% of land area to be developed with industrial or ancillary uses.
	4	Input from Metro, ODOT and DLCD regarding level of support for each alternative

Goal 2		**Transportation**
Objectives	*A*	*Encourage location of other employment types on non-industrial lands*
	B	*Site industries to take advantage of existing transportation networks*
	C	*Compatibility with the City's TSP, County TSP, and Oregon Transportation Plans*
	D	*Provide for adequate transit services, providing connection to Washington County's Commuter Rail station*
	E	*Provide for bicycle and pedestrain access consistsent with the Wilsonville Bike/Pedestrain Plan*
	F	*Coordination with the I-5/99W Connector alignment*
Criteria	1	Limit size of non-industrial uses to not reduce off peak performance on Main Routes shown on Metro's Freight Network Map.
	2	Planning area is located near regionally significant transportation facilities
	3	Kinsman Road extension from Ridder Road to Day Road
	4	Improvements to intersection of 95th Ave.,Elligsen Road and Boones Ferry Road
	5	Improvements to Ridder Road, including intersection with Graham's Ferry Road
	6	Improvements to Graham's Ferry Road from Day Road to RR underpass
	7	RR underpass improvements
	8	Connections to proposed SMART Route 203 bus shops/shelters at appropriate locations
	9	Include bike/ped improvements on Kinsman, Ridder, Graham's Ferry Roads and on internal street network

Goal 3	**Public Facilities**

Objectives	*A*	*Plan for orderly, economic provision of public facilities and services*
	B	*Ensure adequate provision of urban services, or that improvements are scheduled through CIP and made within 2 yrs.*
	C	*Identify capital costs for provision of public services for cost allocation*
	D	*Use payback agreements, development agreements and other financing techniques. Detention and water quality paid by developers.*
	E	*Work with PGE and BPA with regard to easements and other issues and concerns*
Criteria	1	Water: distribution lines consistent with City's Water System Management Plan
	2	Sanitary Sewer: consistent with Wastewater Plan, particularly projects CIP-UD-1 and CIP-UD-3.
	3	Storm Drainage: consistent with Storm water Master Plan. Detention and water quality to be provided by developers.
	4	Consistent with council direction in Resolution No. 1992 regarding relocation of CLC-8
	5	Does not negatively impact drainage patterns in the Commerce Circle area (CLC-13).
	6	Consistent with direction of CLC-9 regarding location of 2 regional detention ponds upstream of the Railroad
	7	Obtain letters of support from PGE and BPA
	8	Relative fiscal impact of each alternative
Goal 4		**Citizen/Stakeholder Participation**
Objectives	*A*	*Involve property owners, adjacent communities and counties, business and industrial stakeholders, citizens, affected agencies*
Criteria	1	Subjective interpretation of Public meeting record, and citizen feedback via exit surveys
	2	Consideration of the overall relaltive marketability of each alternative (from property owner's perspective)
Goal 5		**Maintain High Quality Industrial Development**
Objectives	*A*	*Require adherence to City's performance standards for all industrial operations*
	B	*Encourage energy efficient "green" infrastructure and buildings within overall planning area*
	C	*Protect valuable resource lands (SROZ areas)*
	D	*Provide for parks and recreation opportunities consistent with City's Parks and Recreation Plan*
Criteria	1	Subjective consideration of environmental design based on input from TAC
	2	Consistency with Parks and Recreation Plan; relative support from City Parks Committee

Plan Alternatives Evaluation

Memorandum

otak

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503)635-3618
Fax (503) 635-5395

To: Sandi Young, AICP and Chris Neamtzu, City of Wilsonville;, Marah Danielson, ODOT Region 1

From: Todd Chase, Otak

Copies: File

Date: February 19, 2007

Subject: Task 5.3 Revised Draft Ranking of Alternatives Matrix

Project #: 13612

Introduction

This memorandum describes revised draft ranking of evaluation findings and recommended next steps for the advancement of planning alternatives for the Coffee Creek Industrial Area TGM project. At this point, we have applied the revised draft evaluation criteria to the two alternatives (based on Planning Advisory Committee {PAC} input on August 18, 2006, October 20, 2006 and February 16, 2007), and have taken into account public input (based on a Public Open House on September 28, 2006).

Preliminary Evaluation and Next Steps

The draft planning goals, objectives, and evaluation criteria were discussed and revised based on PAC input in August. Otak applied general findings to the draft criteria that were presented to the public at the Open House in September. The results from the preliminary evaluation were presented to the PAC in October, and again in February 2007. During the February PAC meeting, the members discussed how each criterion can be used to make informed decisions regarding the advantages and disadvantages of the alternatives, then identified an overall recommendation for each Goal.

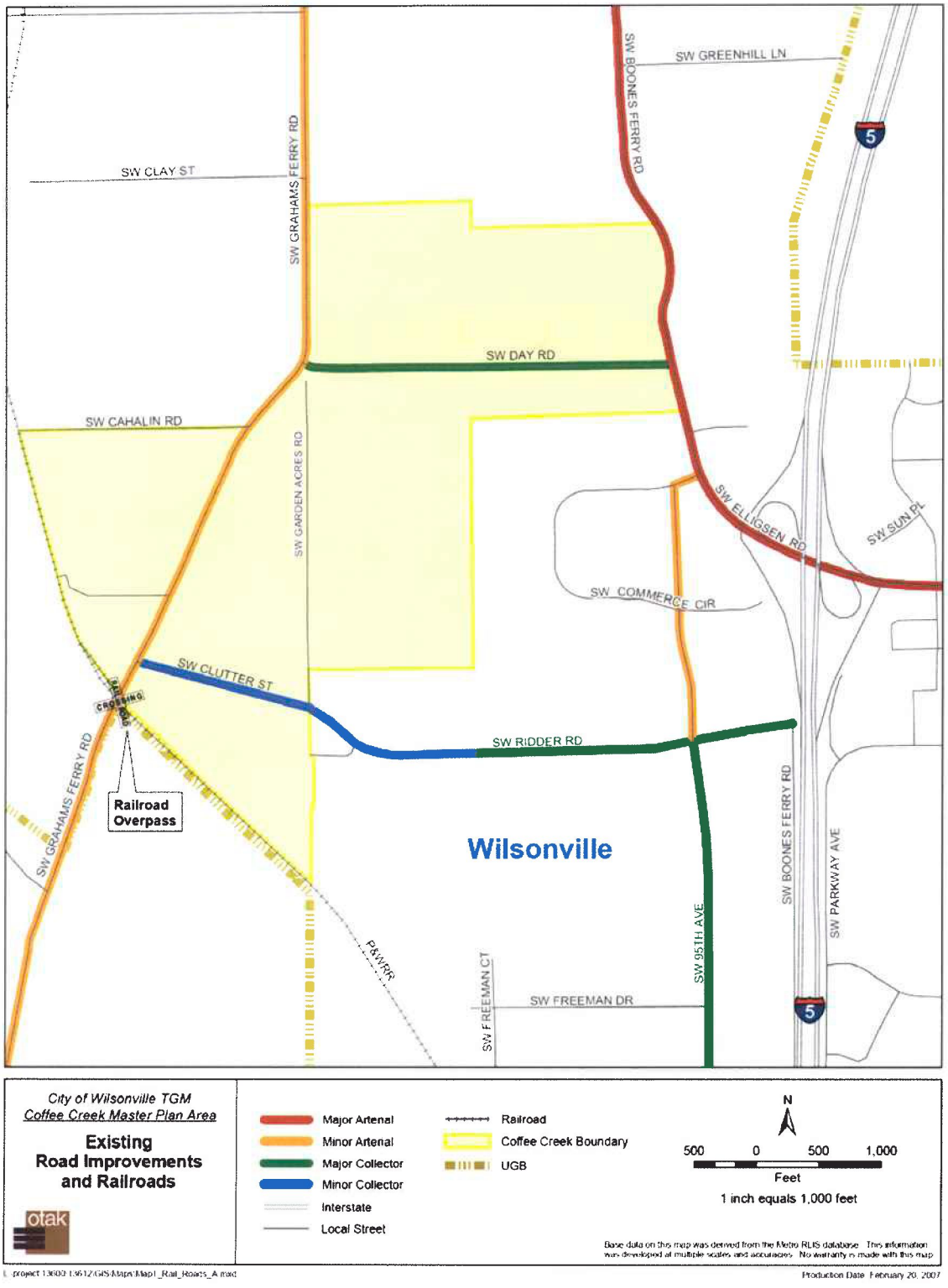
The overall recommendation from the PAC is to prepare a draft Plan that is a "hybrid" combination of Alternatives 1 and 2 as a Preferred Alternative. Recommendations from the PAC include:

- Alt. 1 road network, with exceptions for the Clutter Road realignment and Commerce Circle connection shown in Alt. 2.
- Design overlay along entire length of Day Road.
- Support for the Mixed Employment PUD concept north of Day Road as shown with Alt. 2. However, it is likely that both alternatives North of Day Road should be taken to Metro Council for comment prior to the City of Wilsonville endorsing or adopting a preferred version north of Day.

The draft recommendations will be presented to the Public and the City Planning Commission and City Council for additional input during April and May.

Insert Evaluation Matrix

Existing Conditions Maps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SW CLAY ST
SW GRAHAMS FERRY RD
SW DAY RD
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW SUN PL
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
RAILROAD CROSSING
Railroad Overpass
Wilsonville
SW 95TH AVE
SW PARKWAY AVE
P&WRR
SW FREEMAN CT
SW FREEMAN DR
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Existing
Road Improvements
and Railroads
otak
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Interstate
Local Street
Railroad
Coffee Creek Boundary
UGB
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1 inch equals 1,000 feet
Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map
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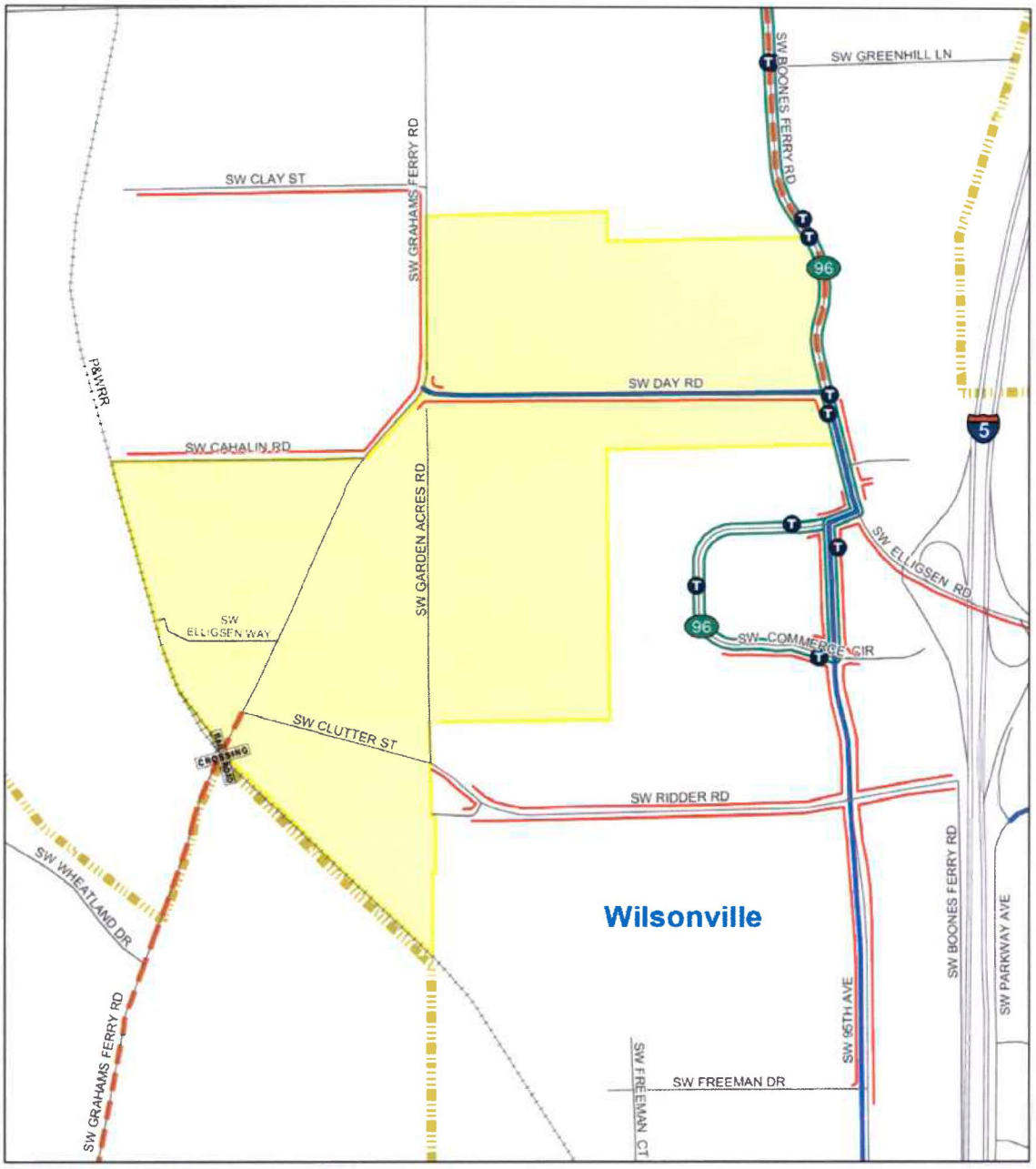
SW GREENHILL LN
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SW CAHALIN RD
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SW ELLIGSEN RD
SW ELLIGSEN WAY
96
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
SW WHEATLAND DR
Wilsonville
SW BOONES FERRY RD
SW PARKWAY AVE
SW 95TH AVE
SW GRAHAMS FERRY RD
SW FREEMAN DR
SW FREEMAN CT
City of Wilsonville TGM
Coffee Creek Master Plan Area
Existing Pedestrian, Bike, and Transit Facilities
Existing Bus Route
Existing Bus Stop
Existing Sidewalk
Existing Bike Lane
High Traffic Through-Street
Coffee Creek Boundary
UGB
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Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map
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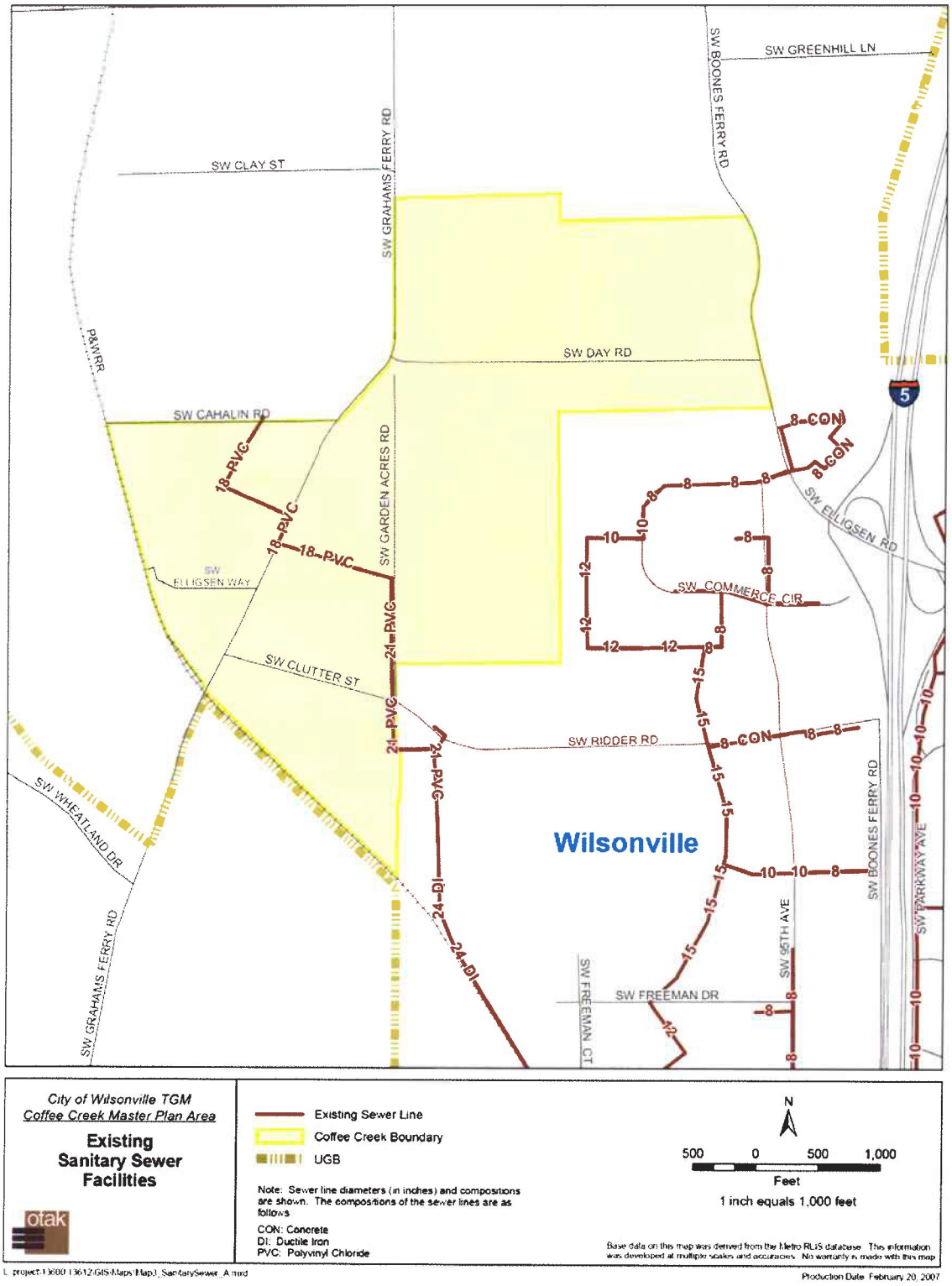
Production Date: February 20, 2007


SW GREENHILL LN
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SW CLAY ST
SW GRAHAMS FERRY RD
P&WRR
SW DAY RD
SW CAHALIN RD
SW GARDEN ACRES RD
5
8-CON
8-CON
SW ELLIGSEN RD
18-PVC
18-PVC
18-PVC
SW ELLIGSEN WAY
SW COMMERCE CIR
24-PVC
24-PVC
SW CLUTTER ST
SW RIDDER RD
8-CON
24-PVC
24-DI
24-DI
SW WHEATLAND DR
Wilsonville
SW BOONES FERRY RD
SW PARKWAY AVE
SW GRAHAMS FERRY RD
SW 95TH AVE
SW FREEMAN DR
SW FREEMAN CT
City of Wilsonville TGM
Coffee Creek Master Plan Area
Existing Sanitary Sewer Facilities
otak
Existing Sewer Line
Coffee Creek Boundary
UGB
Note: Sewer line diameters (in inches) and compositions are shown. The compositions of the sewer lines are as follows
CON: Concrete
DI: Ductile Iron
PVC: Polyvinyl Chloride
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Feet
1 inch equals 1,000 feet
Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map
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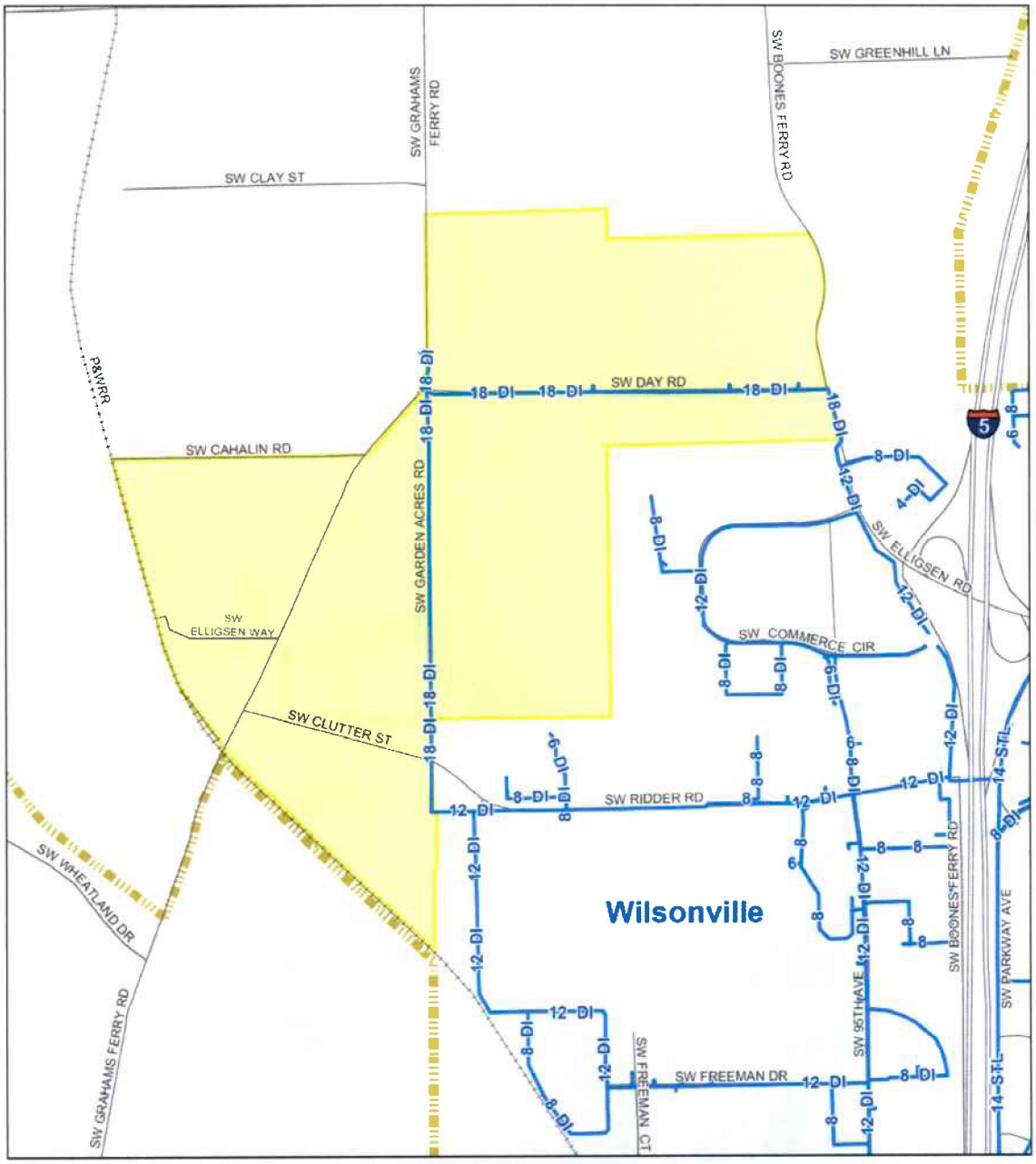
Production Date: February 20, 2007



City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Water Facilities

Existing Water Line
Coffee Creek Boundary
UGB

Note: Water line diameters (in inches) and compositions are shown. The compositions of the water lines are as follows.

DI: Ductile Iron
STL: Steel

N

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Feet

1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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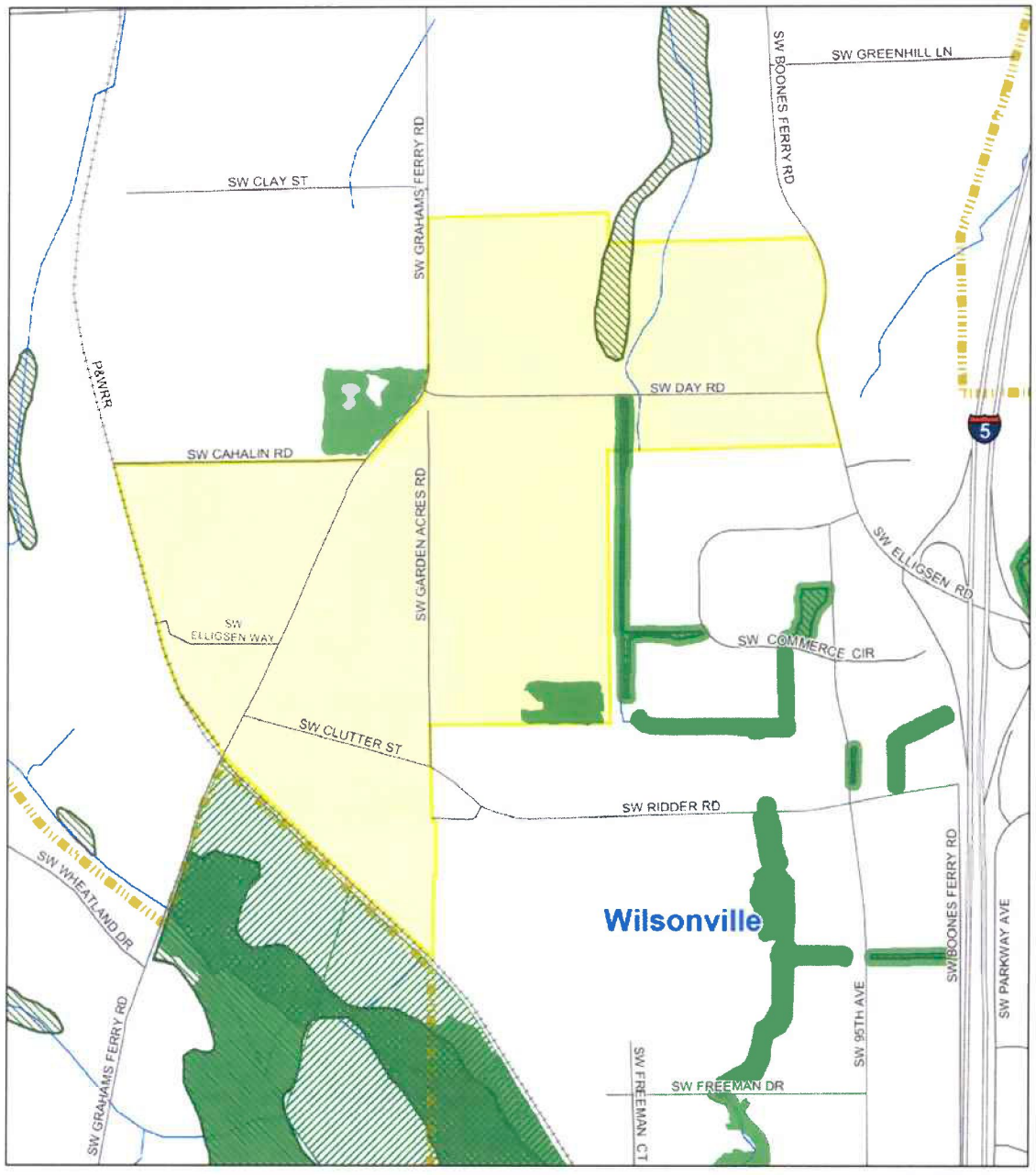
Production Date: February 20, 2007



City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Natural Areas

otak

SROZ
Title 3 Wetland
Park
Stream
Coffee Creek Boundary
Taxlot
UGB

N

500 0 500 1,000
Feet
1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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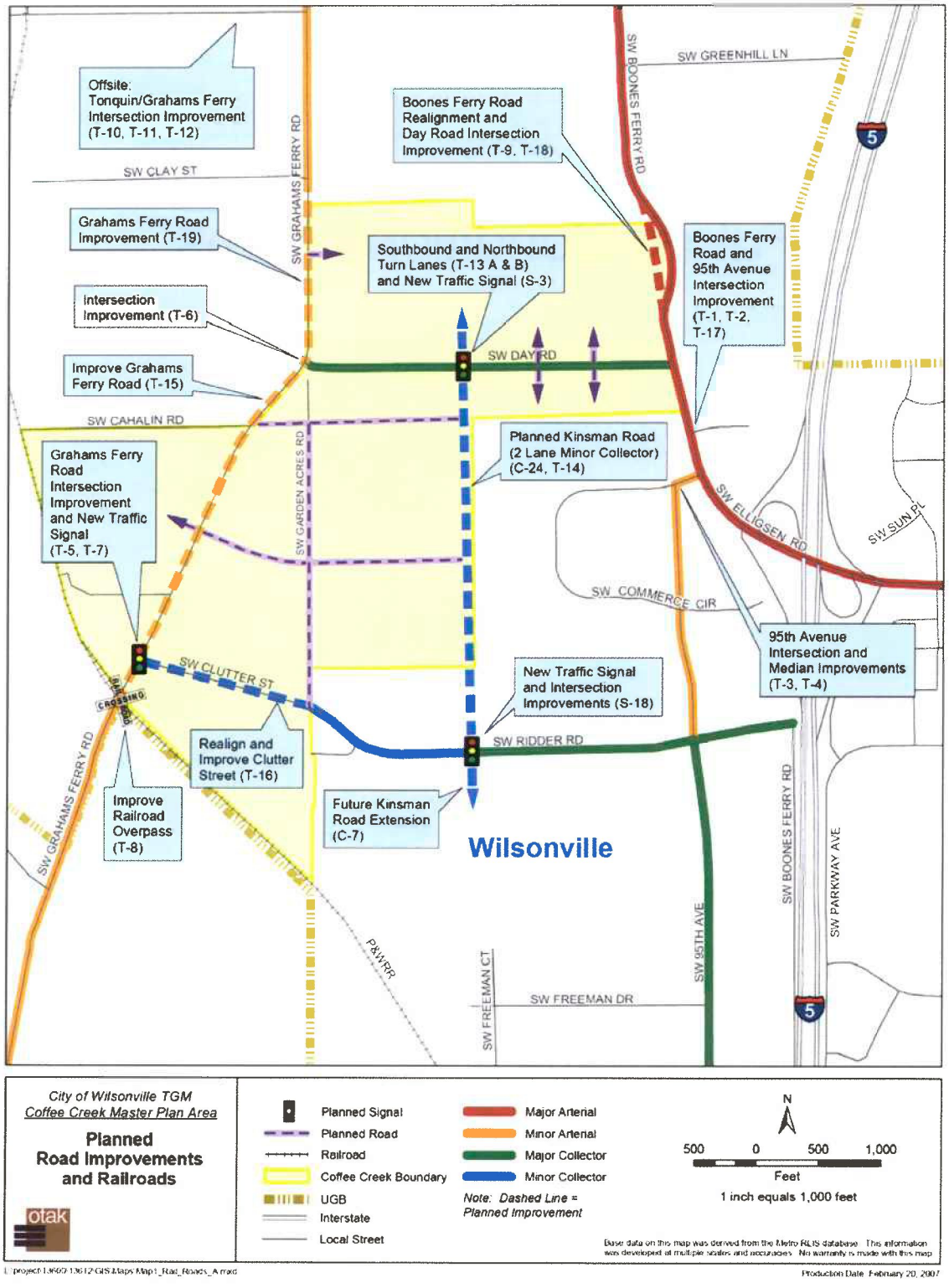
Production Date: February 20, 2007

Future Conditions Maps


Offsite:
Tonquin/Grahams Ferry
Intersection Improvement
(T-10, T-11, T-12)
Boones Ferry Road
Realignment and
Day Road Intersection
Improvement (T-9, T-18)
SW GREENHILL LN
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
Grahams Ferry Road
Improvement (T-19)
Southbound and Northbound
Turn Lanes (T-13 A & B)
and New Traffic Signal (S-3)
Boones Ferry
Road and
95th Avenue
Intersection
Improvement
(T-1, T-2,
T-17)
Intersection
Improvement (T-6)
SW DAY RD
Improve Grahams
Ferry Road (T-15)
SW CAHALIN RD
SW GARDEN ACRES RD
Planned Kinsman Road
(2 Lane Minor Collector)
(C-24, T-14)
Grahams Ferry
Road
Intersection
Improvement
and New Traffic
Signal
(T-5, T-7)
SW ELLIGSEN RD
SW SUN PL
SW COMMERCE CIR
95th Avenue
Intersection and
Median Improvements
(T-3, T-4)
SW CLUTTER ST
New Traffic Signal
and Intersection
Improvements (S-18)
SW RIDDER RD
Realign and
Improve Clutter
Street (T-16)
Improve
Railroad
Overpass
(T-8)
Future Kinsman
Road Extension
(C-7)
Wilsonville
SW BOONES FERRY RD
SW PARKWAY AVE
SW 95TH AVE
SW FREEMAN CT
SW FREEMAN DR
PRIVATE
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned
Road Improvements
and Railroads
otak
Planned Signal
Planned Road
Railroad
Coffee Creek Boundary
UGB
Interstate
Local Street
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Note: Dashed Line =
Planned Improvement
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Feet
1 inch equals 1,000 feet
Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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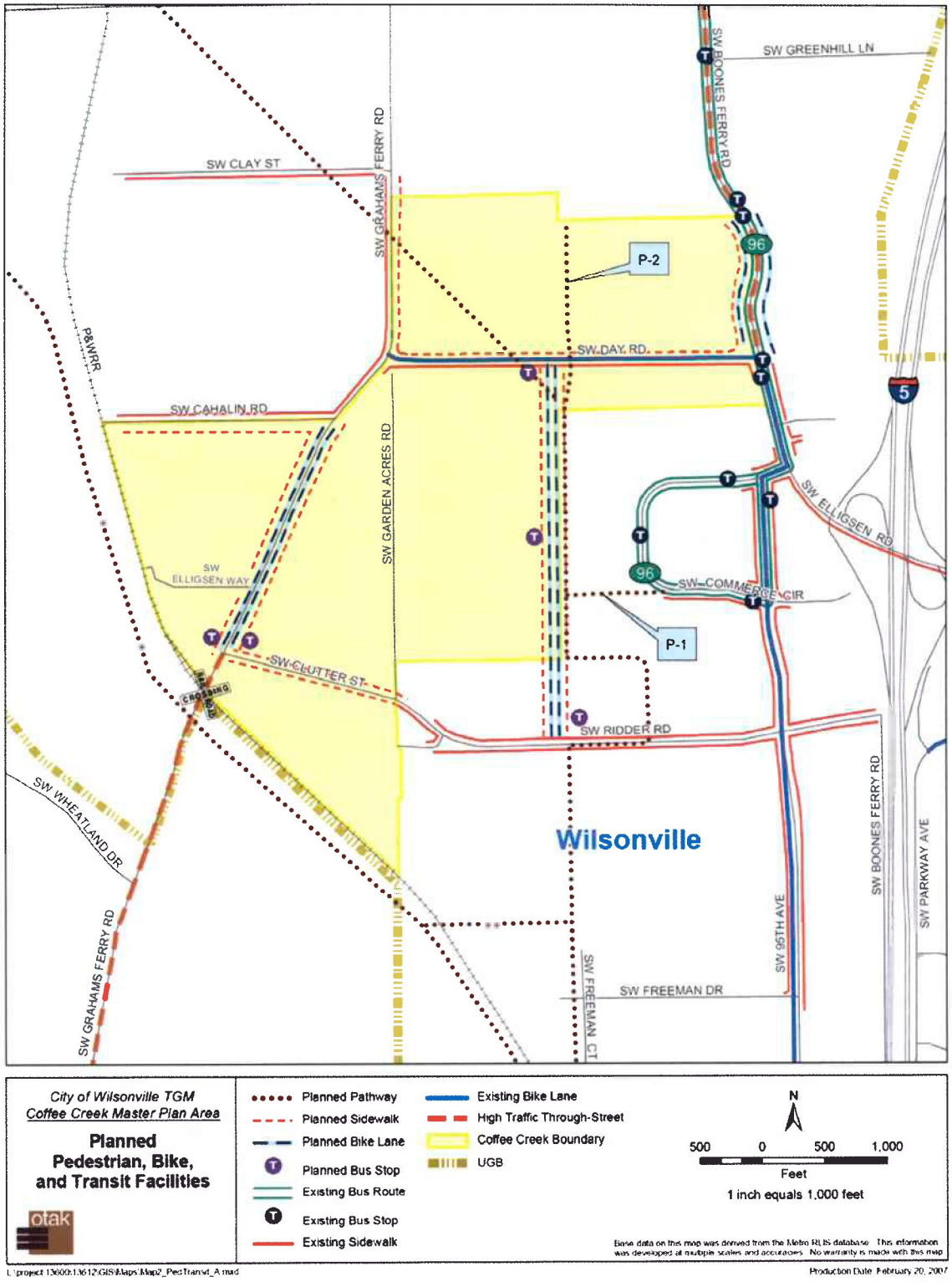
Production Date: February 20, 2007


SW GREENHILL LN
SW BOONES FERRY RD
SW GRAHAMS FERRY RD
SW CLAY ST
P-2
SW DAY RD
P&WRR
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW ELLIGSEN WAY
SW COMMERCE CIR
P-1
SW CLUTTER ST
SW RIDDER RD
Wilsonville
SW WHEATLAND DR
SW GRAHAMS FERRY RD
SW 95TH AVE
SW FREEMAN CT
SW FREEMAN DR
SW BOONES FERRY RD
SW PARKWAY AVE
96
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned Pedestrian, Bike, and Transit Facilities
otak
Planned Pathway
Planned Sidewalk
Planned Bike Lane
Planned Bus Stop
Existing Bus Route
Existing Bus Stop
Existing Sidewalk
Existing Bike Lane
High Traffic Through-Street
Coffee Creek Boundary
UGB
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Feet
1 inch equals 1,000 feet
Base data on this map was downed from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map
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Production Date: February 20, 2007

City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Sanitary Sewer Facilities

otak

Planned Sewer Line
Existing Sewer Line
Coffee Creek Boundary
UGB

Note: Sewer line diameters (in inches) and compositions are shown. Planned sewer lines are preliminary estimates for long-range planning only. The compositions of the sewer lines are as follows:

CON: Concrete
DI: Ductile Iron
PVC: Polyvinyl Chloride

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Feet
1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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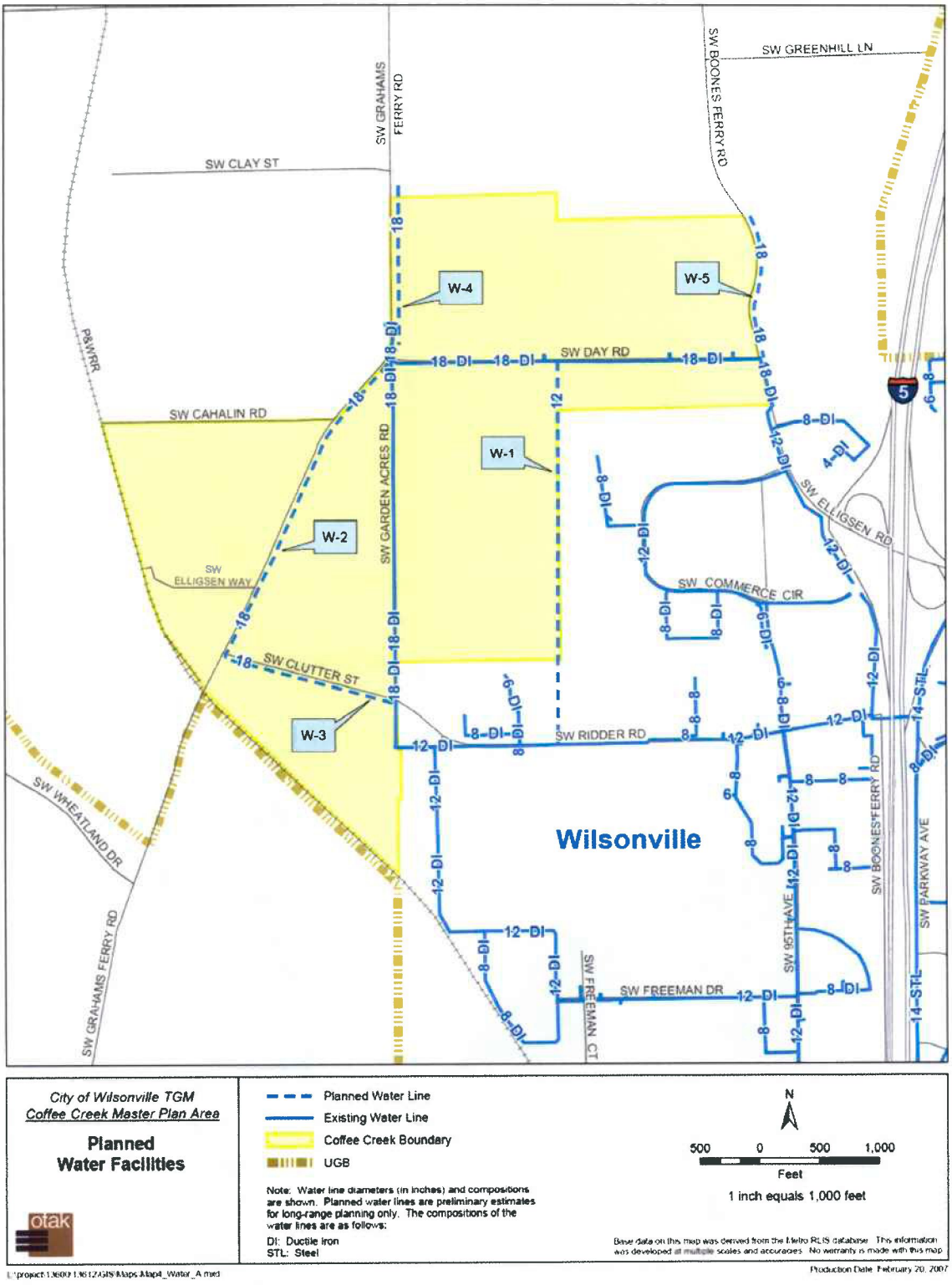

City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Water Facilities

otak

- Planned Water Line
- Existing Water Line
- Coffee Creek Boundary
- UGB

Note: Water line diameters (in inches) and compositions are shown. Planned water lines are preliminary estimates for long-range planning only. The compositions of the water lines are as follows:

DI: Ductile iron
STL: Steel

N

500 0 500 1,000

Feet

1 inch equals 1,000 feet

Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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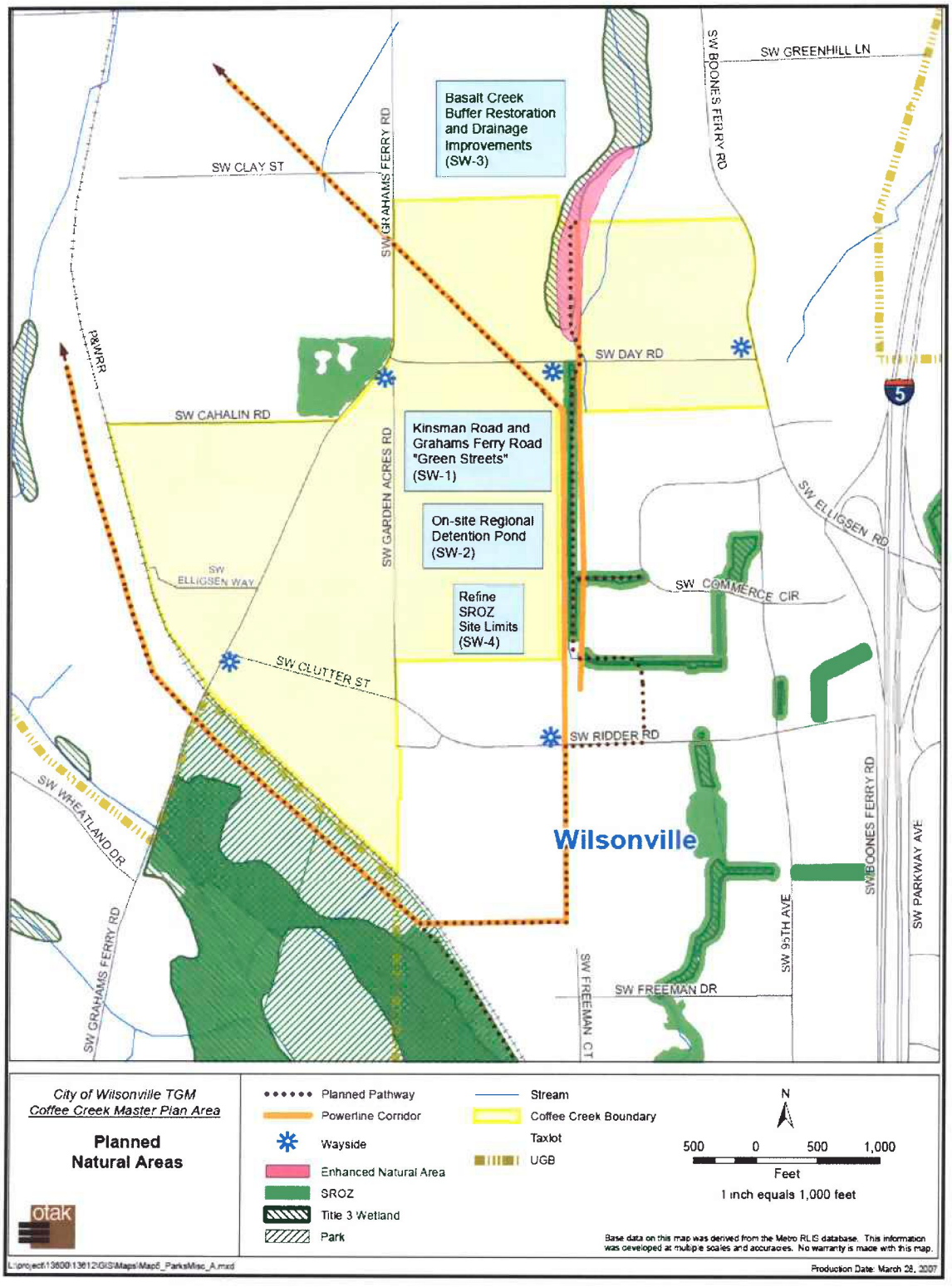
Production Date: February 20, 2007


Basalt Creek Buffer Restoration and Drainage Improvements (SW-3)
Kinsman Road and Grahams Ferry Road "Green Streets" (SW-1)
On-site Regional Detention Pond (SW-2)
Refine SROZ Site Limits (SW-4)
SW GREENHILL LN
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
P&WRR
SW DAY RD
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN WAY
SW ELLIGSEN RD
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
Wilsonville
SW WHEATLAND DR
SW PARKWAY AVE
SW 95TH AVE
SW FREEMAN DR
SW FREEMAN CT
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned Natural Areas
Planned Pathway
Powerline Corridor
Wayside
Enhanced Natural Area
SROZ
Title 3 Wetland
Park
Stream
Coffee Creek Boundary
Taxlot
UGB
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Feet
1 inch equals 1,000 feet
Base data on this map was derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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Production Date: March 28, 2007

Traffic Analysis

MEMORANDUM

TO: Todd Chase, AICP, OTAK

FROM: Scott Mansur, P.E., DKS Associates

DATE: June 30, 2006

SUBJECT: *Wilsonville Coffee Creek I TGM*
Transportation Plans and Policies, Goals and Objectives Technical Memo #1

This is the first in a series of memorandums that presents technical findings and recommendations for the Wilsonville Coffee Creek TGM project. The purpose of this memorandum is to provide the Technical Advisory Committee (TAC) with a summary of key transportation issues specific to the Coffee Creek project area that were addressed in the following past plans:

- 2004 Regional Transportation System Plan
- 1999 Oregon Highway Plan
- City of Wilsonville Transportation System Plan
- City of Wilsonville Bicycle and Pedestrian Master Plan
- City of Wilsonville Transit Master Plan (Draft)
- Washington County Transportation System Plan

2004 Regional Transportation Plan, Metro, July 8, 2004.

The Regional Transportation Plan (RTP) is a 20-year blueprint to ensure our ability to get from here to there as the Portland region grows. The RTP establishes transportation policies for all forms of travel - motor vehicle, transit, pedestrian, bicycle and freight - and lays out the priority projects for roads and freight movement as well as bicycling, walking and transit. The plan is based on forecasts of growth in population, households, and jobs as well as future travel patterns and analysis of travel conditions. It considers estimates of federal, state and local funding which will be available for transportation improvements. The plan also comes with cost estimates and funding strategies to meet these costs. Local transportation plans are required by state law to be consistent with the RTP.

The following roadway classifications as shown in the table below as defined in the 2004 Regional Transportation Plan. It should be noted that there are no regional trails or greenways shown with the Coffee Creek project area.

Study Area Roadway Classifications as defined in the 2004 RTP:

Roadway	*Motor Vehicle Function Class*	*Transit*	*Bike*	*Pedestrian*	*Freight*

I-5	*Principal Arterial (Freeway)*	*ND*	*ND*	*ND*	*Main Roadway Route*
Boones Ferry Road	*Minor Arterial*	*Regional Bus*	*Regional Corridor*	*Transit Mixed Use*	*Road Connector*

ND-No Designation

The following table provides the regional performance measures for the study area roadways.

Regional Motor Vehicle Performance Measures as defined in the RTP:

Roadway	*Classification*	*Preferred Operating Standard*		*Acceptable Operating Standard*	
		1st Hour	*2nd Hour*	*1st Hour*	*2nd Hour*
I-5	Principal Arterial	E	D	E	E
Boones Ferry Road	Minor Arterial	E	D	E	E

2004 Regional Transportation Plan, July 8, 2004 (Table 1.2). LOS D defined as demand to capacity ratio of 0.8 to 0.9, LOS E 0.9 to 1.0, and LOS F 1.0 to 1.1.

1999 Oregon Highway Plan, Oregon Department of Transportation, May 1999.

The Oregon Highway Plan (OHP) is a specific element of the Oregon Transportation Plan. The plan has three main elements: the Vision, the Policy Element and the System Element. The Vision portion of the plan considers what Oregon's highway system should look like, considering an anticipated 1.2 million new residents over the next 20 years, as well as projections for economic, demographic and technology forecasts. The Policy Element contains policies and actions under goals for System Definition, System Management, Access Management, Travel Alternatives, and Environmental and Scenic Resources. The System Element begins with an analysis of 20-year state highway needs and lays out investment strategies to meet these needs. This element also lays out an implementation plan for the goals, policies and actions identified in the Policy Element.

Currently, I-5 is classified as an Interstate Highway and Boones Ferry Road is classified as a District Highway within the Coffee Creek study area.

These policies apply to the following study area roadways:

Highway	*Classification*	*V/C Standard**	
		1st Hour	*2nd Hour*
I-5	Interstate Highway	0.99	0.99
Boones Ferry Road	District Highway	0.99	0.99

*Based on the December 13, 2000 Amendment to the 1999 Oregon Highway Plan.

Transportation System Plan (TSP), City of Wilsonville, June 2003.

THE CITY OF WILSONVILLE TSP PROVIDES SPECIFIC INFORMATION REGARDING TRANSPORTATION NEEDS TO GUIDE FUTURE TRANSPORTATION INVESTMENT IN THE CITY AND DETERMINE HOW LAND USE AND TRANSPORTATION DECISIONS CAN BE BROUGHT TOGETHER BENEFICIALLY FOR THE CITY. THE TSP ALSO ADDRESSED CURRENT PROBLEM AREAS AND LOOKED INTO THE FUTURE (20 YEARS) TO IDENTIFY NEEDS CREATED BY GROWTH. THE TABLE BELOW IDENTIFIES THE PROJECTS THAT WERE RECOMMENDED SPECIFIC TO THE PROJECT AREA.

SEVERAL PROJECTS HAVE BEEN LISTED IN THE TSP WITHIN THE PROJECT AREA.

Number	Location	Description (Project Status)
W-2	Boones Ferry Road	Widen Boones Ferry Road from 95th Avenue to Day Road to five lanes(this project has been constructed).
W-16	Day Road	Widen Day Road to three lanes from Grahams Ferry Road to Boones Ferry Road (this project has been constructed).
C-7	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from RxR tracks to Ridder Road (this project has not been constructed).
C-24	Kinsman Road Extension	Construct two-lane extension of Kinsman Road from Ridder Road to Day Road (this project has not been constructed).
S-1	Grahams Ferry Road/Day Road Intersection	Install traffic signal (this traffic signal has been constructed).
S-6	Boones Ferry Road/Day Road Intersection	Install traffic signal and northbound through lane (this project has been constructed).

ALL OF THE PUBLIC STREET INTERSECTIONS WITHIN THE CITY OF WILSONVILLE ARE REQUIRED TO MEET A LEVEL OF SERVICE "D" STANDARD.

Bicycle and Pedestrian Master Plan, City of Wilsonville, March 2006 (Draft).

THE CITY OF WILSONVILLE BICYCLE AND PEDESTRIAN MASTER PLAN WAS RECENTLY UPDATED AND PROVIDES INFORMATION REGARDING

BICYCLE AND PEDESTRIAN NEEDS AND IDENTIFIED IMPROVEMENTS WITHIN THE COFFEE CREEK STUDY AREA AND ARE SUMMARIZED IN THE FOLLOWING TABLE.

THE FOLLOWING BICYCLE AND PEDESTRIAN PROJECTS WERE IDENTIFIED WITHIN THE PROJECT AREA.

Number	Location	Description (Priority)
C14	Commerce Circle (west of 95th)	Commerce Circle serves north Wilsonville as a transit route, and major portions of the roadway lacks sidewalks on one or both sides. (11+ years)
C35	Area 42 Trail (Kinsman to Day Road)	This trail was outlined in the Preliminary Urban Reserve Plan Area 42 and North Wilsonville Industrial Area Proposed Concept Plan providing a connection to the BPA powerline easement. Provides an off-street connection through the industrial lands. (6-10 years)
C36	BPA Powerline Trail (Day Road to Tonquin Trail	This trail connects bicyclists and pedestrians along Day Rd with the Tonquin Trail. Provides Tonquin trail users access to the northern industrial area of Wilsonville. (6-10 years)
C37	Cahalin Road (Kinsman Road to Tonquin Trail)	Provides a safe connection through the northern industrial area of Wilsonville. May provide additional connection to the Tonquin Trail. (6-10 years)
C38	Clutter Road (Garden Acres Road to Grahams Ferry Road)	Provides a safe connection through the northern industrial area of Wilsonville. (6-10 years)
C39	Grahams Ferry Road (Day Road to Tooze Road)	A major north south access road into Wilsonville that currently has no provisions for bicyclists or pedestrians. Providing dedicated facilities provides additional choices for bicycle commuters. (1-5 years)

Transit Master Plan, City of Wilsonville, Draft May 2006.

THE DRAFT TRANSIT MASTER PLAN PROVIDES STRATEGIES FOR REDUCING THE DEMAND ON ROADS AND PARKING AS WELL AS IMPROVED TRANSIT SERVICE. THE DRAFT PLAN PROPOSES A FUTURE TRANSIT ROUTE (ROUTE #203) THAT WOULD PROVIDE SERVICE TO THE COFFEE CREEK PROJECT AREA VIA DAY ROAD INCLUDING A STOP AT THE COFFEE CREEK CORRECTIONAL FACILITY. THIS REVISED ROUTE WAS INTENDED TO SERVE THE FUTURE ANNEXATION OF INDUSTRIAL LANDS.

Transportation System Plan (TSP), Washington County, October 2002

The Washington County 2020 Transportation System Plan is one of the several elements that comprise the Washington County Comprehensive Plan. The TSP contains the accumulation of recommended system and service improvements and programs that will be needed to serve long-term growth to 2020 and addresses transportation and safety issues related to motor vehicles, transit, pedestrian, bicycle, freight and other modes of transportation. The major work elements of the TSP are policies and strategies, data collection, existing travel conditions and future needs, travel mode alternatives, cost estimates and preparation of draft transportation plan.

The following table provides the Washington County motor vehicle performance measures for the study area roadways.

Roadway	*Classification*	*Target Performance Measures*		*Acceptable performance Measures*	
		First Hour	*Second Hour*	*First Hour*	*Second Hour*
SW Boones Ferry Road	Arterial	D	D	E	D
SW Grahams Ferry Road	Arterial - North of Day St. Collector - South of Day St.	D	D	E	D
SW Day St	Arterial	D	D	E	D

Washington County 2020 TSP, October 29, 2002 (Table 5) LOS D defined as demand to capacity ratio of 0.81 to 0.9, LOS E 0.91 to 0.99.

The table below shows the capacity enhancement projects that were listed in the Washington County 2020 TSP technical appendix within the project area.

Number	*Location*	*Description*
131	Grahams Ferry Rd	Widen Grahams Ferry Road to three lanes from Tonquin to Cutter Rd and provide sidewalks
132	Day St	Widen Day St. to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks
133	Clutter/Ridder Rd	Widen Clutter/Ridder to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks
138	Tonquin Rd	Widen and Realign Tonquin Rd from Grahams Ferry to Oregon St and provide sidewalks

MEMORANDUM

DATE: February 12, 2007

TO: Todd Chase, OTAK
Sandy Young, City of Wilsonville

FROM: Scott Mansur, PE

SUBJECT: **Coffee Creek Transportation Technical Memorandum #2** P06097x201x000

This memorandum provides a summary of the transportation analysis performed for the Coffee Creek industrial area located west of the I-5/Stafford Road interchange in the City of Wilsonville. This study focuses on the existing and future traffic conditions related to the Coffee Creek land use planning efforts.

Project Description

In 2002, the Coffee Creek area (Urban Reserve Area 42) was annexed into the City of Wilsonville urban growth boundary (UGB) and was designated as a Regionally Significant Industrial Area (RSIA). A prior Urban Reserve study by OTAK[1] identified the need for industrial, complementary commercial, and office uses within Coffee Creek boundaries. At this time, the City of Wilsonville is seeking Master Plan approval for the portion of land south of Day Road, which is consistent with the land that was annexed into the City. The land north of Day Road is being considered for conceptual purposes with the likelihood that it could be master planned in the future.

Existing Conditions

The following sections summarize the current traffic and transportation conditions in the study area. The following nine intersections (seven exist today and two are future intersections) were chosen for analysis:

- I-5 Northbound Ramp Terminal @ Boones Ferry Road-Elligsen Road
- I-5 Southbound Ramp Terminal @ Boones Ferry Road-Elligsen Road
- Boones Ferry Road @ Day Road
- Boones Ferry Road @ Commerce Circle/95th Avenue
- Grahams Ferry Road @ Clutter/Ridder

[1] Preliminary Urban Reserve Plan, Area 42, OTAK, Inc. December 1998.

- Graham's Ferry Road @ Day Road
- Grahams Ferry Road @ Tonquin Rd
- Day Road @ Kinsman Road **(future)**
- Ridder Road @ Kinsman Road **(future)**

The study area is shown in Figure 1.

Figure 1: Study Area

Traffic Counts

Traffic counts were conducted at the seven existing intersections within in the Coffee Creek study area. Peak period (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) weekday turning movement counts were conducted to provide information regarding traffic volume, capacity, pedestrian movements, bicycle movements, truck activity and transit flow. Figure 2 summarizes the existing turn movement counts in the study area. These counts were used to establish existing operating conditions, which will serve as a baseline for analyzing future development options for the Coffee Creek area.

Functional Classification

Table 1 summarizes the various functional classifications for streets in the study area based on the City of Wilsonville Transportation System Plan (TSP)[2] adopted in June 2003 and the Washington County TSP[3] adopted in October 2002. Roadway classifications form the basis for street design considerations, particularly relating to access management and mobility.

Table 1: Study Area Roadway Network

Roadway	Classification (Wilsonville TSP)	Classification (Washington Co.)	Cross Section	Posted Speed	Existing Sidewalks
I-5	Principal Arterial	Principal Arterial	6 lanes	65	None
Boones Ferry	Major Arterial	Arterial	5 lanes	35	Partial
Elligsen Road	Major Arterial	Arterial	6 lanes	35	Partial
Day Road	Major Collector	Arterial	3 lanes	35	South side
Commerce Circle	Local Street	Local	2 lanes	25	Partial
95th Avenue	Minor Arterial	Local	3 lanes	35	Yes
Grahams Ferry Road	Minor Arterial	Arterial N of Day/Collector S of Day	2 lanes	45	Partial
Clutter Road	Major Collector	Collector	2 lanes	35	None
Ridder Road	Minor Arterial	Collector	3 lanes w/CTL	35	Partial
Tonquin Road	Minor Arterial	Arterial	2 lanes	45	None

Access Management

Table 2 summarizes the access spacing standards for the roadways in the study area adjacent to the proposed development site as adopted in the City's TSP[4]. In general, the speed, level of mobility and the relative safety of a roadway is related to the number of accesses and the traffic volume it carries. It is in the City's best interest to control the number and spacing of access along its major roadways. The minimum and desirable access spacing standards vary depending on roadway type. In the City of Wilsonville, minor arterial roadways require a minimum access spacing of 600 feet, whereas major collectors only require 100 feet of spacing

[2] City of Wilsonville Transportation System Plan, Adopted June 2, 2003.
[3] Washington County 2020 Transportation System Plan, Adopted October 29, 2002
[4] City of Wilsonville Transportation System Plan, Adopted June 2, 2003.

between accesses. An access is any point along a roadway where vehicles may enter the traffic stream, including other roads or driveways.
Figure 2: Turn Movement Counts

Table 2: Access Spacing for Roadways Adjacent to Proposed Development Site

Roadway	Classification (Wilsonville TSP)	Posted Speed	Minimum Access Spacing (ft)	Desirable Access Spacing
Grahams Ferry Road	Minor Arterial	35-50	600	1 mile
Day Road	Major Collector	25-40	100	½ mile
Ridder Road	Minor Arterial	35-50	600	1 mile
Clutter Road	Major Collector	25-40	100	½ mile
Tonquin Road	Minor Arterial	35-50	600	1 mile

Source: City of Wilsonville Transportation System Plan, Adopted June 2, 2003. Table 4.o.

Vehicle Traffic Operation

The concept of level of service has been developed to correlate traffic volume data to subjective descriptions of traffic performance at intersections. Level of service (LOS) is used as a measure of effectiveness for intersection operation. It is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where vehicles can move freely. Level of service D and E are progressively worse. Level of service F represents conditions where traffic volumes exceed the capacity of a specific movement, in the case of unsignalized intersections, or an entire intersection, in the case of a signal control, resulting in long queues and delays. Level of service D or better is generally desirable for signalized intersections.

Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can be acceptable under conditions where signalization is not warranted or would adversely affect intersection operation as a whole. A summary of descriptions of level of service for signalized and unsignalized intersections has been attached in the Appendix.

Traffic operation standards for this project are based on the City of Wilsonville, Metro Regional Transportation Plan (RTP) and the Oregon Highway Plan (OHP) for the study area roadways. All of the applicable standards are based on HCM methodology[5]. The City of Wilsonville has a minimum performance standard of LOS D for its arterial and collector street network[6]. The RTP standards for level of service are shown in Table 3, the OHP standards for volume to capacity ratio are listed in Table 4 and the Washington County standards are summarized in Table 5.

Table 3: Regional AM/PM Peak Hour Performance Standards - RTP

Roadway	Classification	Preferred Operating Standard		Acceptable Operating Standard	
		1st Hour	2nd Hour	1st Hour	2nd Hour
I-5	Principal Arterial	E	D	E	E
Boones Ferry	Minor Arterial (ODOT)	E	D	E	E

2004 Regional Transportation Plan, July 8, 2004 (Table 1.2). LOS D defined as demand to capacity ratio of 0.8 to 0.9, LOS E 0.9 to 1.0, and LOS F 1.0 to 1.1.

[5] Highway Capacity Manual 2000, Transportation Research Board, Chapters 16 and 17.
[6] City of Wilsonville 2003 Transportation Systems Plan, Adopted June 2, 2003, section 2.7.

Table 4: Oregon Department of Transportation Volume-to-Capacity Standards - OHP

Highway	Classification	V/C Standard*	
		1st Hour	2nd Hour
I-5	Interstate Highway	0.99	0.99
Boones Ferry	District Highway	0.99	0.99

*Based on the December 13, 2000 Amendment to the 1999 Oregon Highway Plan. V/C is volume-to-capacity ratio.

Table 5: Washington County Peak Hour Performance Standards - TSP

Roadway	Classification	Preferred Operating Standard		Acceptable Operating Standard	
		1st Hour	2nd Hour	1st Hour	2nd Hour
Boones Ferry Road	Arterial	D	D	E	D
Grahams Ferry Road	Arterial – N. of Day Rd. Collector – S. of Day Rd.	D	D	E	D
Day Road	Arterial	D	D	E	D

Washington County 2020 TSP, October 29, 2002 (Table 5) LOS D defined as demand to capacity ratio of 0.81 to 0.9, LOS E 0.91 to 0.99.

Existing transportation conditions have been evaluated to provide a baseline scenario to compare with future scenarios and to determine existing deficiencies. Analysis of the existing traffic conditions was conducted in the morning and evening peak hours when traffic volumes are greatest. The existing study intersection operations are shown in Table 6.

All of the study intersections currently operate at a level of service and volume to capacity ratio that comply with City, County, State and Regional guidelines. The lowest level of operating service occurred at the Boones Ferry/95th Avenue intersection, which had a LOS D during both the AM and PM peak hours.

Table 6: AM and PM Peak Hour Existing Intersection Performance

	AM Peak Hour			PM Peak Hour		
Intersection	**Delay**	**LOS**	**V/C**	**Delay**	**LOS**	**V/C**
Signalized						
I-5 Northbound Ramp/Boones Ferry-Elligsen	9.0	A	0.55	8.8	A	0.70
I-5 Southbound Ramp/Boones Ferry-Elligsen	17.4	B	0.75	15.5	B	0.48
Boones Ferry Road/Commerce Cir - 95th Ave	38.3	D	0.82	45.9	D	0.80
Grahams Ferry Road/Day Road	11.4	B	0.62	12.8	B	0.41
Boones Ferry Road/Day Road	16.3	B	0.55	24.8	C	0.62
Unsignalized						
Grahams Ferry Road/Clutter Road	14.0	A/B	0.22	12.9	A/B	0.39
Grahams Ferry Road/Tonquin	15.1	A/C	0.52	19.1	A/C	0.56

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.
Unsignalized Intersection LOS:
A/A = Major Street left turn level of service/minor street level of service
V/C = Volume-to-capacity ratio provided for the worst approach

Field Observations/Queuing

Field observations were conducted at the study area intersections during the peak periods[7]. The AM peak hour observation showed a high volume of left turns on Boones Ferry Road at 95th Avenue. More than 600 left turns make this movement in the AM peak hour with only one 400' left turn pocket. The queues were observed to spill back to the I-5 southbound ramp terminal thus impacting the I-5 southbound off ramp.

During the PM peak period, there were several notable queues that were observed. At the intersection of 95th Avenue and Boones Ferry Road, queues extended to Ridder Road from approximately 4:10 to 4:30. The excessive queues on 95th Avenue only occurred for about a 20 minute period. After this short peak, queues and this approach ranged from 400' to 500'.

At the intersection of Boones Ferry Road/Day Road, the northbound left turn queues routinely exceeded the 200 feet of available storage. There is sufficient width on Boones Ferry Road south of Day Road to extend the existing left turn pocket. Striping modifications would be necessary to extend the left turn pocket.

[7] Field observations by DKS Associates were conducted at the study intersections during the AM and PM peak hours on Wednesday January 31, 2007 and Wednesday February 6, 2007.

Collision Data

Collision data was obtained within the study area from ODOT for a three year period (2003-2005). Table 8 displays the number of collisions and associated collision rate for the study intersections. The data was analyzed and revealed that none of the study intersections currently have collision rates higher than 1.0. Typically, a collision rate equal to or greater than 1.0 collisions per Million Entering Vehicles (MEV) would indicate that there could possibly be a safety problem. The highest crash rate observed (0.51 crashes per MEV) was at the I-5 Southbound Ramp Terminal/Boones Ferry Road intersection. Of the 29 crashes reported in the study area, none of the collisions had fatalities or involved pedestrians or bicycles.

Table 7: Study Area Collision Summary (2003-2005)

Intersection	Collisions	Collision Rate/MEV
I-5 Northbound Ramp Terminal @ Boones Ferry Road – Elligsen Road	9	0.28
I-5 Southbound Ramp Terminal/Boones Ferry Road – Elligsen Road	15	0.51
Boones Ferry Road/Day Road	0	0.00
Boones Ferry Road/Commerce Circle – 95th Avenue	5	0.18
Grahams Ferry Road/Clutter Road	0	0.00
Grahams Ferry Road/Day Road	0	0.00
Grahams Ferry Road/Tonquin Road	0	0.00

Note: MEV-Million Entering Vehicles

Future Conditions

The following sections describe the future impacts of the proposed Coffee Creek industrial area on the study area transportation system. The future conditions evaluation includes trip generation, trip distribution and assignment, motor vehicle intersection capacity analysis, queuing and internal circulation.

Coffee Creek Alternatives

Two land use alternatives have been developed by the project team for the Coffee Creek project area, including comments from the Coffee Creek Technical Advisory Committee (TAC). The Coffee Creek area is generally bounded by properties just north of Day Road, the existing railroad tracks to the west, the BPA power lines to the east, and Ridder Road/Clutter Road to the south. Both alternatives have similar roadway networks with two exceptions. Alternative 2 shows an extension of Commerce Circle South to the future extension of Kinsman Road. This connection would provide an east/west connection to Kinsman Road between Day Road and Ridder Road. The second network change is a realignment of Clutter Road and Grahams Ferry Road intersection. This realignment would provide safe intersection sight distance caused by the existing Grahams Ferry Road grade separated crossing. The Coffee Creek alternatives that depict the proposed roadways, pedestrian connections and zoning are shown in Figures 3 and 4.

Insert Figure 3

Insert figure 4

Coffee Creek Master Plan Area - South of Day Road

The area south of Day Road that is within the Wilsonville UGB is considered a Regionally Significant Industrial Area (RSIA). A RSIA is considered an area which is near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. The area south of Day Road includes approximately 193 total acres with 164 gross build able acres. This area is projected to generate approximately 1,480 new jobs. The land use for the project area south of Day Road is summarized in Table 8. It should be noted that there are no differences in proposed land uses between Alternatives 1 and 2 for the master plan area south of Day Road.

Table 8: Coffee Creek Area South of Day Road Land Use Summary

Coffee Creek Area	Public Facilities*	Industrial	Service Commercial	Total
		Acres/Employment		
South of Day Road (Alternative 1 & 2)	29/-	154/1390	10/90	193/1,480

** includes public right-of-way for arterial and collector roads, utilities, and parks.*

Coffee Creek Conceptual Area - North of Day Road

The Coffee Creek project area North of Day contains portion of RSLA and therefore contains Industrial, as well as service commercial zoning. The project area north of Day Road encompasses approximately 74 total acres with approximately 55 build able acres under Alternative 1 and 65 build able acres under Alternative 2. Alternative 2 assumes approximately 10 additional acres could be developed over alternative because of a residential component of the project just west of Boones Ferry Road that has topography that would be conducive to residential development as compared to industrial. The area north of Day Road will produce between 260 and 420 jobs depending on the alternative. Table 9 compares the number of jobs and build able acres between each alternative.

Table 9: Coffee Creek Area North of Day Road Land Use Summary

Coffee Creek Area	Public Facilities*	Industrial	Service Commercial	Residential	Total
			Acres/Employment		
Alternative 1	8/-	44/395	3/25	-	55/420
Alternative 2	13/-	20/180	9/80	23/-	65/260

* includes public right-of-way for arterial and collector roads, utilities, and parks.

Trip Generation

Trip generation was estimated using standard transportation planning trip generation rates based on research conducted by the Institute of Transportation Engineers[8] (ITE) for land use types similar to the proposed land uses within the Coffee Creek project area. The land use alternatives identified for the project area include industrial, service commercial, and residential. The estimated PM peak hour and weekday daily vehicle trip generation is summarized in Table 10. Supporting information is provided in the appendix. Trip generation information is provided for both the area south of Day Road (that is within the UGB) and the area north of Day Road (the conceptual area north of Day Road that is outside the UGB) to differentiate the level of trip generation potential for the project area. The Coffee Creek industrial area is estimated to generate between 17,200 and 19,300 daily vehicles trips depending on the alternative (approximately 13,000 for the area south of Day Road and between 4,300 and 6,300 for the area north of Day Road). The Coffee Creek project area south of Day Road generates approximately 67% to 75% of the total project trips based on land use potential in Alternatives 1 and 2 respectively.

Table 10: Coffee Creek Industrial Area Trip Generation

Coffee Creek Master Plan Area - South of Day Road	PM Peak Hour			Weekday
	Total Trips	In	Out	Daily
Alternative 1 and 2*	1,681	345	1,336	12,935
Coffee Creek Conceptual Area - North of Day Road	**PM Peak Hour**			**Weekday**
	Total Trips	**In**	**Out**	**Daily**
Alternative 1	590	119	471	4,264
Alternative 2	631	216	415	6,332
Coffee Creek Total Area- North and South of Day Road	**PM Peak Hour**			**Weekday**
	Total Trips	**In**	**Out**	**Daily**
Total (North Alt. 1+South)	2,271	464	1,807	17,199
Total (North Alt. 2+South)	2,312	561	1,751	19,267

*Trip Generation for the project area south of Day Road is the same for both alternatives.

[8] *Trip Generation Manual, 7th Edition*, Institute of Transportation Engineers, 2003, Land Use Codes 130, 230, 710 and 814.

Coffee Creek Future Travel Demand Forecasts

Future travel demand forecasting for the Coffee Creek study area utilized the latest 2030 model developed by Metro, Washington County, and DKS Associates for the I-5 to 99W Connector Study. As part of the model development for the I-5 to 99W Connector Study, the Wilsonville TSP travel demand model zone structure and network detail was used as a guideline to refine the regional model. The resulting travel demand model provides a forecast of background traffic growth based on the *2030 MetroScope* land use, estimation of trip distribution for the Coffee Creek land areas, and assignment of trips to the roadway network based on congestion levels. Future 2030 PM peak hour volumes at study intersections were developed for the No Build and three Coffee Creek land uses scenarios by adjusting the travel demand model trip tables to reflect the trip rates listed in Table 10. These volumes were then used to analyze and determine future impacts from the proposed Coffee Creek industrial area on the planned roadway network. The future 2030 PM peak hour scenarios include:

- 2030 No Build (no development in the Coffee Creek area)
- 2030 with Coffee Creek Master Plan Area South of Day (Alternative 1)
- 2030 with Coffee Creek Area North and South of Day (Alternative 1)
- 2030 with Coffee Creek Area North and South of Day (Alternative 2)

THE 2030 FUTURE PM PEAK HOUR FORECASTS FOR EACH OF THE STUDY AREA SCENARIOS ARE SHOWN IN FIGURE 5.

Planned Study Area Roadway Improvements

THE CITY OF WILSONVILLE TSP AND THE WASHINGTON COUNTY TSP PROVIDE SPECIFIC INFORMATION REGARDING FUTURE TRANSPORTATION PROJECTS THAT WERE IDENTIFIED TO MEET NEEDS CREATED BY FUTURE GROWTH WITHIN THE STUDY AREA. TABLE 11 IDENTIFIES THE PROJECTS THAT WERE RECOMMENDED SPECIFIC TO THE PROJECT AREA. THE ONLY PROJECTS THAT HAVE BEEN ASSUMED IN THE 2030 NO BUILD SCENARIO ARE THOSE THAT HAVE ALREADY BEEN CONSTRUCTED AS WELL AS THE KINSMAN ROAD EXTENSION. THE KINSMAN ROAD PROJECT HAS BEEN ASSUMED FOR THE NO BUILD SCENARIO SINCE THIS PROJECT WOULD BE NECESSARY TO EVALUATE THE FUTURE KINSMAN ROAD STUDY INTERSECTIONS AT DAY ROAD AND CLUTTER ROAD. THE REMAINING PROJECTS WERE NOT INCLUDED IN ANY OF THE FUTURE ANALYSIS SCENARIOS IN ORDER TO DETERMINE WHICH SCENARIO TRIGGERS THE SPECIFIC IMPROVEMENT NEED.

FIGURE 5: 2030 PM PEAK HOUR TRAFFIC VOLUMES

TABLE 11: STUDY AREA PLANNED PROJECTS

TSP Project Number	Location	Description (Project Status)
Wilsonville #W-2	Boones Ferry Rd.	Widen Boones Ferry Road from 95th Avenue to Day Road to five lanes (this project has been constructed).
Wilsonville #W-16	Day Rd.	Widen Day Road to three lanes from Grahams Ferry Road to Boones Ferry Road (this project has been constructed).
Wilsonville #C-7 and #S-36	Kinsman Rd. Extension	Construct two-lane extension of Kinsman Road from RxR tracks to Ridder Road. Construct traffic signal at Kinsman Road/Day Road intersection. (these projects have not been constructed)
Wilsonville #C-24 and #S-18	Kinsman Rd. Extension	Construct two-lane extension of Kinsman Road from Ridder Road to Day Road. Construct left turn pockets on all approaches and a traffic signal (these projects have not been constructed).
Wilsonville #S-1	Grahams Ferry Rd/Day Rd Intersection	Install traffic signal (this traffic signal has been constructed).
Wilsonville #S-6	Boones Ferry Rd/Day Rd Intersection	Install traffic signal and northbound through lane (this project has been constructed).
Wilsonville #S-11	Boones Ferry Rd./95th Ave. Intersection	Construct eastbound right turn lane to create dual eastbound right turn lanes, restripe westbound approach for an additional left turn pocket (this project has not been constructed) and widen the Boones Ferry Road for a third eastbound through lane that drops at the I-5 southbound on ramp. (this project has not been constructed).
Washington County #131	Grahams Ferry Rd	Widen Grahams Ferry Road to three lanes from Tonquin to Cutter Rd and provide sidewalks
Washington County #132	Day St	Widen Day St. to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks (this project has been completed)
Washington County #133	Clutter/Ridder Rd	Widen Clutter/Ridder to three lanes from Grahams Ferry Road to Boones Ferry Road and provide sidewalks (this project has not been completed)
Washington County #138	Tonquin Rd	Widen and Realign Tonquin Rd from Grahams Ferry to Oregon St and provide sidewalks

Sources: Washington County Transportation System Plan, October 29, 2002
City of Wilsonville Transportation System Plan, Adopted June 2, 2003.

Future Year Operations Analysis

2030 No Build

In order to provide a baseline comparison to the future Coffee Creek alternatives, the 2030 No Build scenario evaluates future traffic volumes assuming the existing geometry and no development of the Coffey Creek project area beyond what currently exists today.

With the addition of 2030 No Build traffic volumes, four of the study area intersections would fail to meet operating standards. These intersections include Boones Ferry Road/95th Avenue,

Boones Ferry Road/Day Road, Grahams Ferry Road/Tonquin Road and Grahams Ferry Road/Clutter Road. The 2030 No Build intersection operations are summarized in Table 12. Mitigations have been identified in Table 13 to improve the 2030 No Build intersection operations to meet the applicable standards.

Table 12: 2030 No Build Intersection Performance (PM Peak Hour)

	PM Peak Hour		
Intersection	**Delay**	**LOS**	**V/C**
Signalized			
I-5 Northbound Ramp/Boones Ferry-Elligsen	12.6	B	0.80
I-5 Southbound Ramp/Boones Ferry-Elligsen	26.7	C	0.82
Boones Ferry Road/95th Avenue	**>80**	**F**	**>1.0**
Grahams Ferry Road/Day Road	14.6	B	0.68
Boones Ferry Road/Day Road	**>80**	**F**	**>1.0**
Kinsman Road/Day Road	26.6	C	0.81
Kinsman Road/Ridder Road	17.3	B	0.42
Unsignalized			
Grahams Ferry Road/Clutter Road	**>50**	**A/F**	**>1.0**
Grahams Ferry Road/Tonquin Road	**>50**	**A/F**	**>1.0**

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.
Unsignalized Intersection LOS:
A/A = Major Street left turn level of service/minor street level of service
V/C = Volume-to-capacity ratio provided for the worst approach.

Table 13: 2030 No Build Mitigations (PM Peak Hour)

Intersection	Recommended Mitigation
Tonquin/SW Grahams Ferry Road	• Install westbound left turn lane • Install northbound left turn lane • Install traffic signal
Day Road/Boones Ferry Road	• Construct a four lane roadway on Boones Ferry Road north of Day Road.
Boones Ferry Road/95th Avenue	• Construct an eastbound right turn lane on 95th Avenue. The eastbound approach would consist of a shared through-left turn lane and dual right turn lanes. • Stripe a westbound separate left turn pocket on the private industrial park approach • Install median on 95th Avenue to modify the Commerce Circle north approach to 95th Avenue to right in and right out movements only. The median would provide for improved operation of the intersection and increased storage with the existing center turn lane being available for left and through movements. • Construct a second northbound left turn pocket on Boones Ferry Road at 95th Avenue. Additional widening for two southbound through lanes (a minimum of 500' plus taper) would be required on 95th Avenue to facilitate the dual left turns.
Grahams Ferry Road/Clutter Road	• Construct a westbound left turn pocket on Clutter Road • Construct a southbound left turn pocket on Grahams Ferry Road • Construct a traffic signal

With the mitigations identified in Table 13, the intersections were reanalyzed to determine the intersection operations with the identified improvements. With the mitigations, all of the study area intersections would operate at an acceptable level of service "C" or better. The 2030 No Build mitigated intersection performance is summarized in Table 14.

Table 14: 2030 No Build Mitigated Intersection Performance (PM Peak Hour)

Signalized Intersection	PM Peak Hour		
	Delay	LOS	V/C
Boones Ferry Road/95th Avenue	24.3	C	0.75
Boones Ferry Road/Day Road	30.4	C	0.84
Grahams Ferry Road/Clutter Road	15.3	B	0.79
Grahams Ferry Road/Tonquin Road	32.3	C	0.86

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.

The operational analysis as previously shown in Tables 12 and 14 is based on an isolated intersection evaluation which means that each study intersection is evaluated independently. In order to evaluate the entire Stafford Road interchange area, the SimTraffic™ simulation model was utilized to provide a system wide assessment of traffic operating conditions on the Elligsen Road corridor. This simulation is especially important within the Elligsen Road interchange area because of the pre-existing non-conforming intersection spacing on Boones Ferry Road between the I-5 southbound interchange ramp and 95th Avenue where queuing from one intersection could affect an adjacent intersection (as occurs today on Boones Ferry Road between the I-5 southbound ramp and 95th Avenue during the AM peak period).

Queuing analysis was performed for the future mitigated No Build alternative using SimTraffic™, which estimates the 95th percentile queue for each approach movement at signalized intersections. This 95th percentile queue estimates that for any given cycle at a signalized intersection, the queue length calculated is representative of 95 percent of the peak fifteen minute vehicular queues during the peak hour at that intersection.

Under the mitigated No Build alternative, one of the estimated vehicle queues would exceed the available storage that would be provided under this alternative. The northbound left turn lane on Boones Ferry Road would need to be lengthened to provide at least 400 feet of storage under this scenario. Table 15 summarizes the available storage for key movements within the Stafford Road interchange area and summarizes the results of the vehicle queuing analysis.

Table 15: 2030 Mitigated No Build 95th Percentile Queuing Summary (PM Peak Hour)

Intersection	Movement	Available Storage	95th Percentile Estimated Queue	Exceeds Storage
Boones Ferry Road/Day Road	NB Left	200′	400′	**Yes**
	NB Through	825′	250′	No
	SB Through	>2,000′	1,200′	No
	EB Left	>750′	500′	No
	EB Right	1,500′	500′	No
Boones Ferry Road/95th Avenue	EB Left	TBD	275′	No
	EB Right	TBD	525′	No
	NB Left	400′	350′	No
	NB Through	400′	250′	No
	SB Through	825′	800′	No
Boones Ferry Road/I-5 Southbound Ramp	SB Left	500′	325′	No
	SB Right	500′	300′	No
	EB Through	400′	350′	No
	WB Through	>1,500′	425′	No
Elligsen Road/I-5 Northbound Ramp	EB Through	>1,500′	425′	No
	WB Through	425′	275′	No
	NB Right	325′	250′	No
	NB Left	325′	200′	No

TBD- These future turn lanes would be constructed as part of the mitigated scenario and therefore the pocket lengths could be sized as needed.

2030 with Coffee Creek Master Plan Area South of Day Road (Alternative 1)

The following scenario evaluated project traffic from the Coffee Creek Master Plan area south of Day Road. Based on the forecasted traffic volumes for this scenario, five of the study area intersections would fail to meet operating standards. The 2030 with Coffee Creek Master Plan area intersection operations are summarized in Table 16. Mitigations have been identified for the five failing intersections in Table 17 to meet the applicable operating standards.

Table 16: 2030 with Coffee Creek Master Plan Area South of Day Alternative 1 Intersection Performance

	PM Peak Hour		
Intersection	**Delay**	**LOS**	**V/C**
Signalized			
I-5 Northbound Ramp/Boones Ferry-Elligsen	12.7	B	0.79
I-5 Southbound Ramp/Boones Ferry-Elligsen	26.9	C	0.88
Boones Ferry Road/95th Avenue	**>80**	**F**	**>1.0**
Grahams Ferry Road/Day Road	23.9	C	0.81
Boones Ferry Road/Day Road	**>80**	**F**	**>1.0**
Kinsman Road/Day Road	64.9	**E**	**>1.0**
Kinsman Road/Ridder Road	22.0	C	0.58
Unsignalized			
Grahams Ferry Road/Clutter Road	**>50**	**A/F**	**>1.0**
Grahams Ferry Road/Tonquin Road	**>50**	**A/F**	**>1.0**

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.
Unsignalized Intersection LOS:
A/A = Major Street left turn level of service/minor street level of service
V/C = Volume-to-capacity ratio provided for the worst approach.

Table 17: 2030 with Coffee Creek Master Plan Area South of Day Road- Alternative 1 Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound left turn pocket
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

It should be noted that the following mitigations are in addition to the improvements identified for the 2030 No Build scenario as shown in Table 13.

With the mitigations identified in Table 17, the intersections were reevaluated to determine the intersection operations with the identified improvements. With the mitigations, all of the study area intersections would operate at an acceptable level of service "C" or better. The 2030 with Coffee Creek Master Plan area south of Day Road mitigated intersection performance is summarized in Table 18.

Table 18: 2030 with Coffee Creek Master Plan Area South of Day Road Alternative 1 Mitigated Intersection Performance

	PM Peak Hour		
Signalized Intersection	**Delay**	**LOS**	**V/C**
Boones Ferry Road/95th Avenue	24.9	C	0.74
Boones Ferry Road/Day Road	31.4	C	0.87
Kinsman Road/Day Road	34.4	C	0.89
Grahams Ferry Road/Clutter Road	16.0	B	0.82
Grahams Ferry Road/Tonquin Road	38.4	C	0.91

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.

The future 2030 with the Coffee Creek Master Plan Area south of Day Road was evaluated with SimTraffic™ to determine if queuing impacts would affect the operations of adjacent intersections based on a system wide evaluation. This evaluation determined that a third southbound through lane would be needed on Boones Ferry Road from Day Road to the I-5 southbound ramp (as discussed in Table 17). The third southbound through lane is consistent with prior findings in the City's TSP. With the mitigations shown in Table 17, all of the vehicular movements would operate within estimated storage with the exception of the northbound left turn movement on Boones Ferry Road at Day Road. This turn pocket would need to be extended to provide adequate storage. There is adequate width on Boones Ferry Road to lengthen the existing turn pocket with striping medications. Table 19 summarizes the available storage for key movements within the Stafford interchange area.

Table 19: 2030 with Coffee Creek Master Plan Area South of Day Road Alternative 1 Mitigated 95th Percentile Queuing Summary (PM Peak Hour)

Intersection	Movement	Available Storage	95th Percentile Estimated Queue	Exceeds Storage
Boones Ferry Road/Day Road	NB Left	200′	425′	Yes
	NB Through	825′	250′	No
	SB Through	>2,000′	600′	No
	EB Left	>750′	350′	No
	EB Right	1,500′	400′	No
Boones Ferry Road/95th Avenue	EB Left	TBD	275′	No
	EB Right	TBD	525′	No
	NB Left	400′	275′	No
	NB Through	400′	200′	No
	SB Through	825′	375′	No
Boones Ferry Road/I-5 Southbound Ramp	SB Left	500′	325′	No
	SB Right	500′	300′	No
	EB Through	400′	400′	No
	WB Through	>1,500′	350′	No
Elligsen Road/I-5 Northbound Ramp	EB Through	>1,500′	400′	No
	WB Through	425′	250′	No
	NB Right	325′	250′	No
	NB Left	325′	225′	No

TBD- These future turn lanes would be constructed as part of the mitigated scenario and therefore the pocket lengths could be sized as needed.

2030 with Coffee Creek Areas North & South of Day Road (Alternative 1)

The following scenario evaluates project traffic from the Coffee Creek areas north and south of Day Road utilizing the Alternative 1 roadway network. Based on the forecasted traffic volumes for this scenario, the same study area intersections would fail to meet operating standards as was identified in Coffee Creek area south of Day Road. The intersection operations for this scenario are summarized in Table 20. Mitigations have been identified for the failing intersections in Table 21 to meet the applicable operating standards.

Table 20: 2030 with Coffee Creek Areas North and South of Day Road Alternative 1 Intersection Performance

	PM Peak Hour		
Intersection	**Delay**	**LOS**	**V/C**
Signalized			
I-5 Northbound Ramp/Boones Ferry-Elligsen	12.8	B	0.79
I-5 Southbound Ramp/Boones Ferry-Elligsen	27.1	C	0.91
Boones Ferry Road/95th Avenue	**>80**	**F**	**>1.0**
Grahams Ferry Road/Day Road	26.3	C	0.84
Boones Ferry Road/Day Road	**>80**	**F**	**>1.0**
Kinsman Road/Day Road	63.9	**E**	**>1.0**
Kinsman Road/Ridder Road	23.0	C	0.61
Unsignalized			
Grahams Ferry Road/Clutter Road	**>50**	**A/F**	**>1.0**
Grahams Ferry Road/Tonquin Road	**>50**	**A/F**	**>1.0**

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.
Unsignalized Intersection LOS:
A/A = Major Street left turn level of service/minor street level of service
V/C = Volume-to-capacity ratio provided for the worst approach.

Table 21: 2030 with Coffee Creek North and South of Day Road Alternative 1 Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound left turn pocket
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Boones Ferry Road/Day Road	• Construct dual eastbound right turn lanes
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

It should be noted that the following mitigations are in addition to the improvements identified for the 2030 No Build scenario as shown in Table 13.

With the mitigations identified in Table 21, the intersections were reevaluated to determine the intersection operations with the identified improvements. With the mitigations, all of the study

area intersections would operate at an acceptable level of service "C" or better. The 2030 with Coffee Creek areas north and south of Day Road mitigated intersection performance is summarized in Table 22.

Table 22: 2030 with Coffee Creek Areas North and South of Day Road Alternative 1 Mitigated Intersection Performance

	PM Peak Hour		
Signalized Intersection	**Delay**	**LOS**	**V/C**
Boones Ferry Road/95th Avenue	24.3	C	0.77
Boones Ferry Road/Day Road	33.9	C	0.90
Kinsman Road/Day Road	34.4	C	0.89
Grahams Ferry Road/Clutter Road	16.2	B	0.82
Grahams Ferry Road/Tonquin Road	41.8	D	0.93

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.

The future 2030 with the Coffee Creek areas north and south of Day Road (Alternative 1) was evaluated with SimTraffic™ to determine if queuing impacts would affect the operations of adjacent intersections based on a system wide evaluation. With the mitigations shown in Table 17, all of the vehicular movements would operate within estimated storage with the exception of the northbound left turn movement on Boones Ferry Road at Day Road. This turn pocket would need to be extended to provide adequate storage. There is adequate width on Boones Ferry Road to lengthen the existing turn pocket with striping medications. Table 23 summarizes the available storage for key movements within the Stafford interchange area.

Table 23: 2030 with Coffee Creek Areas North and South of Day Road Alternative 1 Mitigated 95th Percentile Queuing Summary (PM Peak Hour)

Intersection	Movement	Available Storage	95th Percentile Estimated Queue	Exceeds Storage
Boones Ferry Road/Day Road	NB Left	200′	425′	**Yes**
	NB Through	825′	425′	No
	SB Through	>2,000′	500′	No
	EB Left	>750′	275′	No
	EB Right	1,500′	200′	No
Boones Ferry Road/95th Avenue	EB Left	TBD	275′	No
	EB Right	TBD	450′	No
	NB Left	400′	275′	No
	NB Through	400′	200′	No
	SB Through	825′	475′	No
Boones Ferry Road/I-5 Southbound Ramp	SB Left	500′	325′	No
	SB Right	500′	300′	No
	EB Through	400′	400′	No
	WB Through	>1,500′	450′	No
Elligsen Road/I-5 Northbound Ramp	EB Through	>1,500′	250′	No
	WB Through	425′	275′	No
	NB Right	325′	275′	No
	NB Left	325′	225′	No

TBD- These future turn lanes would be constructed as part of the mitigated scenario and therefore the pocket lengths could be sized as needed.

2030 with Coffee Creek Areas North & South of Day Road (Alternative 2)

The following scenario evaluates project traffic from the Coffee Creek areas north and south of Day Road with the Alternative 2 roadway network. Based on the forecasted traffic volumes for this scenario, five study area intersections would fail to meet operating standards. The intersection operations for this scenario are summarized in Table 24. Mitigations have been identified for the failing intersections in Table 25 to meet the applicable operating standards.

This alternative includes an extension of Commerce Circle to the future Kinsman Road extension. Based on the traffic forecasts as shown in Figure 5, this roadway project would increase the westbound left turns from Boones Ferry Road to 95th Avenue as well as the northbound right turns from 95th Avenue to Boones Ferry Road. Since this project would be expensive to construct and would not significantly benefit traffic operations, this network connection would not be recommended.

Table 24: 2030 with Coffee Creek Areas North and South of Day Road Alternative 2 Intersection Performance

	PM Peak Hour		
Intersection	**Delay**	**LOS**	**V/C**
Signalized			
I-5 Northbound Ramp/Boones Ferry-Elligsen	12.9	B	0.79
I-5 Southbound Ramp/Boones Ferry-Elligsen	27.6	C	0.95
Boones Ferry Road/95th Avenue	**>80**	**F**	**>1.0**
Grahams Ferry Road/Day Road	23.2	C	0.80
Boones Ferry Road/Day Road	**>80**	**F**	**>1.0**
Kinsman Road/Day Road	48.0	D	**>1.0**
Kinsman Road/Ridder Road	27.2	C	0.77
Unsignalized			
Grahams Ferry Road/Clutter Road	**>50**	**A/F**	**>1.0**
Grahams Ferry Road/Tonquin Road	**>50**	**A/F**	**>1.0**

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.
Unsignalized Intersection LOS:
A/A = Major Street left turn level of service/minor street level of service
V/C = Volume-to-capacity ratio provided for the worst approach.

Table 25: 2030 with Coffee Creek Areas North and South of Day Road Alternative 2 Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound left turn pocket
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Commerce Circle Extension	• Extend Commerce Circle to the future Kinsman Road Extension (This improvement is included as part of the Alternative 2 roadway network).
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

It should be noted that the following mitigations are in addition to the improvements identified for the 2030 No Build scenario as shown in Table 13.

With the mitigations identified in Table 25, the intersections were reevaluated to determine the intersection operations with the identified improvements. With the mitigations, all of the study area intersections would operate at an acceptable level of service "D" or better. The 2030 with Coffee Creek areas north and south of Day Road mitigated intersection performance is summarized in Table 26.

Table 26: 2030 with Coffee Creek Areas North and South of Day Road Alternative 2 Mitigated Intersection Performance

Signalized Intersection	PM Peak Hour		
	Delay	LOS	V/C
Boones Ferry Road/95th Avenue	25.2	C	0.79
Boones Ferry Road/Day Road	30.2	C	0.81
Kinsman Road/Day Road	31.1	C	0.92
Grahams Ferry Road/Clutter Road	28.0	C	0.94
Grahams Ferry Road/Tonquin Road	43.8	D	0.94

Signalized Intersection LOS:
LOS = Level of service
Delay = Average vehicle delay in peak hour for entire intersection
V/C = Demand or Volume-to-capacity ratio.

The future 2030 with the Coffee Creek areas north and south of Day Road (Alternative 2) was evaluated with SimTraffic™ to determine if queuing impacts would affect the operations of adjacent intersections based on a system wide evaluation. With the mitigations shown in Table 25, all of the vehicular movements would operate within estimated storage with the exception of the northbound left turn movement on Boones Ferry Road at Day Road. This turn pocket would need to be extended to provide adequate storage. There is adequate width on Boones Ferry Road to lengthen the existing turn pocket with striping medications. Table 27 summarizes the available storage for key movements within the Stafford interchange area.

Table 27: 2030 with Coffee Creek North and South of Day Road Alternative 2 Mitigated 95th Percentile Queuing Summary (PM Peak Hour)

Intersection	Movement	Available Storage	95th Percentile Estimated Queue	Exceeds Storage
Boones Ferry Road/Day Road	NB Left	200′	350′	Yes
	NB Through	825′	200′	No
	SB Through	>2,000′	775′	No
	EB Left	>750′	425′	No
	EB Right	1,500′	350′	No
Boones Ferry Road/95th Avenue	EB Left	TBD	275′	No
	EB Right	TBD	525′	No
	NB Left	400′	325′	No
	NB Through	400′	175′	No
	SB Through	825′	300′	No
Boones Ferry Road/I-5 Southbound Ramp	SB Left	500′	300′	No
	SB Right	500′	300′	No
	EB Through	400′	400′	No
	WB Through	>1,500′	400′	No
Elligsen Road/I-5 Northbound Ramp	EB Through	>1,500′	250′	No
	WB Through	425′	275′	No
	NB Right	325′	275′	No
	NB Left	325′	225′	No

TBD- These future turn lanes would be constructed as part of the mitigated scenario and therefore the pocket lengths could be sized as needed.

Coffee Creek Safety Improvements

There are several safety related improvements that are needed within the Coffee Creek project area that will be needed to meet current standards. The first improvement is the Grahams Ferry Road grade separated railroad crossing that is located approximately 350 feet south of Clutter Road. This crossing is narrow (approximately 22 feet) and restricts sight distance at the Clutter Road intersection in the southbound direction. Either the railroad crossing needs to be improved to provide safe sight distance and a wider cross section or Clutter Road will need to be realigned further to the north (see alignment shown for Alternative 2. If the railroad crossing is improved, it should be widened consistent with City Minor Arterial standards.

The second safety improvement is the horizontal curve on Boones Ferry Road approximately 400 feet north of Day Road. This segment was identified for widening to a 4-lane section north of Day Road as part of the 2030 No Build scenario. The horizontal curve should be improved as part of the capacity related improvements to Boones Ferry Road north of Day Road that were identified for the 2030 No Build scenario. The safety related improvements are summarized in Table 28.

Table 28: Coffee Creek Safety Improvements

Safety Improvement	Recommendation
Grahams Ferry Road Grade Separated Railroad Crossing	• Reconstruct Grade Separated Railroad Crossing to City of Wilsonville Minor Arterial standards.
Clutter Road/Grahams Ferry Road Intersection Sight Distance	• Realign Clutter Road to the North as shown in Alternative 2.
Boones Ferry Road Horizontal Curve	• As part of the Boones Ferry Road widening, bring horizontal curve up to current standards.

Summary

The transportation impacts of future traffic associated with the Coffee Creek Industrial Area has been investigated in the preceding report. The primary findings and recommendations are summarized in the following sections.

Recommended Mitigation Measures

To maintain adequate traffic performance standards within the study area during the PM peak period, mitigation measures are necessary to reduce the negative transportation impacts of future traffic growth.

Non-Project Oriented Transportation Mitigation (No Build and Safety)

The following measures are related to estimated traffic growth on study area roadways. These mitigations would be necessary whether the Coffee Creek industrial area was developed. Additional safety related mitigations have been identified as well. Non-project oriented mitigations are summarized in Table 28.

Table 28: 2030 No Build and Safety Related Mitigations (PM Peak Hour)

Intersection	Recommended Mitigation
Tonquin/SW Grahams Ferry Road	• Install eastbound left turn lane • Install northbound left turn lane • Install traffic signal
Day Road/Boones Ferry Road	• Construct a four-lane roadway on Boones Ferry Road north of Day Road.
Kinsman Rd. Extension	• Construct two-lane extension of Kinsman Road from RxR tracks to Day Road. • Construct traffic signals at Kinsman Road/Day Road and Kinsman Road/Ridder Road intersections. • Construct left turn pockets on all approaches at the Kinsman Road/Ridder Road intersection.
Boones Ferry Road/95th Avenue	• Construct an eastbound right turn lane on 95th Avenue. The eastbound approach would consist of a shared through-left turn lane and dual right turn lanes. • Stripe a westbound separate left turn pocket on the private industrial park approach • Install median on 95th Avenue to modify the Commerce Circle north approach to 95th Avenue to right in and right out movements only. The median would provide for improved operation of the intersection and increased storage with the existing center turn lane being available for left and through movements. • Construct a second northbound left turn pocket on Boones Ferry Road at 95th Avenue. Additional widening for two southbound through lanes (a minimum of 500' plus taper) would be required on 95th Avenue to facilitate the dual left turns.
Grahams Ferry Road/Clutter Road	• Construct a westbound left turn pocket on Clutter Road • Construct a southbound left turn pocket on Grahams Ferry Road • Construct a traffic signal
SAFETY IMPROVEMENT	**Recommendation**
GRAHAMS FERRY ROAD GRADE SEPARATED RAILROAD CROSSING	• Reconstruct Grade Separated Railroad Crossing to City of Wilsonville Minor Arterial standards.
CLUTTER ROAD/GRAHAMS FERRY ROAD INTERSECTION SIGHT DISTANCE	• Realign Clutter Road to the North as shown in Alternative 2.

BOONES FERRY ROAD HORIZONTAL CURVE	• As part of the Boones Ferry Road widening, bring horizontal curve up to current standards.

Coffee Creek Master Plan Area Oriented Transportation Mitigation

The following measures as shown in Table 29 are related to the impacts of the proposed Coffee Creek Master Plan area south of Day Road. The mitigations as shown are in addition to the improvements identified for the 2030 No build scenario.

Table 29: Coffee Creek Master Plan Area South of Day Road Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound left turn pocket
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

Coffee Creek Concept Area Oriented Transportation Mitigation

The following measures as shown in Tables 30 and 31 are related to the impacts of the proposed Coffee Creek conceptual area north of Day Road dependant upon. Table 30 summarizes the mitigation measures for Alternative 1 and Table 31 summarized the mitigation measures for Alternative 2. The main difference between the two alternatives is that Alternative 1 would require dual eastbound right turn lanes on Day Road at Boones Ferry Road and Alternative 2 would require the extension of Commerce Circle to the future Kinsman Road extension. The mitigations as shown are in addition to the improvements identified for the 2030 No build scenario.

Table 30: 2030 with Coffee Creek Master Plan and Concept Areas (Alternative 1) Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound and southbound left turn pockets
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Boones Ferry Road/Day Road	• Construct dual eastbound right turn lanes
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

Table 31: 2030 with Coffee Creek Master Plan and Concept Areas (Alternative 2) Mitigations

Intersection/Roadway	Recommended Mitigation
Day Road/Kinsman Road	• Construct northbound and southbound left turn pockets
Grahams Ferry Road/Day Road	• Construct dual southbound left turn lanes
Commerce Circle Extension	• Extend Commerce Circle to the future Kinsman Road Extension (This improvement is included as part of the Alternative 2 roadway network).
Boones Ferry Road	• Construct a third southbound through lane on Boones Ferry Road from Day Road that would drop at the I-5 southbound on-ramp. The existing southbound right turn lane on Boones Ferry Road at 95th Avenue could be removed at the time the third through lane is constructed.

Fiscal/ Annexation Analysis

Memorandum

17355 SW Boones Ferry Road
Lake Oswego, OR 97035-5217
Phone (503) 635-3618
Fax (503) 635-5395

To: Sandi Young, ACIP, City of Wilsonville

From: Todd Chase, AICP, LEED

Copies: Technical Advisory Committee

Date: February 6, 2007

Subject: Task 4.5 Technical Memorandum #3, Annexation/Cost Impact Report

Project #: 13612

Introduction

This memorandum identifies preliminary fiscal benefits and costs associated with the planned development in the Coffee Creek Industrial Area for two conceptual land use and transportation alternatives. This memorandum covers the following items:

- Determination of the revenues, potential assessed value, and tax revenues generated from new development;
- Determination of the costs to serve the area;
- Anticipated capital costs of providing new urban public facilities, such as roads, sewer, water, and storm water treatment facilities;
- Identification of potential funding sources.

Memorandum Contents

The body of this memorandum contains the following sections:

Development Assumptions.....page 2
Public Facility Requirements and Costs.....page 6
Fiscal Impact Analysis.....page 15
Funding Strategies.....page 22
Next Steps.....page 22

Development Assumptions

There are two land use/transportation alternatives being evaluated for the Coffee Creek Industrial Area. Both of the alternatives emerged after significant discussion with the project Technical Advisory Committee, and take into account public input received at the initial public open house event.

Alternative 1 "Industrial" follows the precise land use functional plan designations identified by Metro, which includes Regionally Significant Industrial Area (RSIA) designation south of Day Road, and "industrial" designation north of Day Road. Please refer to Figure 1.

Alternative 2 "Industrial/Mixed Employment" also follows Metro's plan designation south of Day Road, but varies from Metro's "industrial" designation for a portion of the planning area north of Day Road. This alternative assumes there to be a combination of industrial and commercial/mixed use development north of Day Road, in the northeastern portion of the study area located between Basalt Creek and Lower Boones Ferry Road. This area has a significant amount of topographic grade change, and there are several rural residential dwellings located within the plan area, and immediately north. The creek basin also provides a natural buffer between planned industrial areas to the west.

Providing housing in close proximity to industrial areas is included in Alternative 2 north of Day Road given the topographic constraints, natural creek buffers, and compatibility of rural housing areas. In this alternative, it is assumed that new "work force" housing would provide rental and homeownership opportunities, at mid-market and affordable price ranges. The location for housing in this area would be potentially beneficial for residents that want to walk or bicycle to work and the shopping opportunities within one-half mile from this site.

Table 1A
Wilsonville Coffee Creek Industrial Plan
Gross Buildable Land Area and Employment/Housing Assumptions*

Location	Industrial Land Area (acres)	Comm. Service Area (acres)	Housing (acres)	Total (acres)
South of Day Road				
Alt.1 & Alt. 2	154.2	9.6	--	**163.8**
North of Day Road				
Alt.1 Industrial	43.5	2.7	--	**46.2**
Alt. 2. Industrial/Mixed Use	20.0	9.0	23.2	**29.1**

** Gross buildable acres are net of development constraints, such as slopes over 15% and Title 3 floodways, wetlands, and locally designated Significant Resource Overlay Zones.*
Source: Otak, Inc.

Table 1B
Wilsonville Coffee Creek Industrial Plan
Employment and Households, 20-Year Forecast*

Location	Industrial Jobs	Comm. Service Jobs	Total Jobs	Work force Housing (dwellings)
South of Day Road				
Alt.1 & Alt. 2	1,387	87	**1,474**	--
North of Day Road				
Alt.1 Industrial	392	24	**416**	--
Alt. 2. Industrial/Mixed Use	180	81	**262**	**232**

**These job density assumptions are consistent with Metro Title 1, Summary of 2040 Growth Concept, effective 2/15/06: 9 jobs/acre, and 10 dwellings/acre.*
Source: Otak, Inc.

Figure 1, Alternative 1

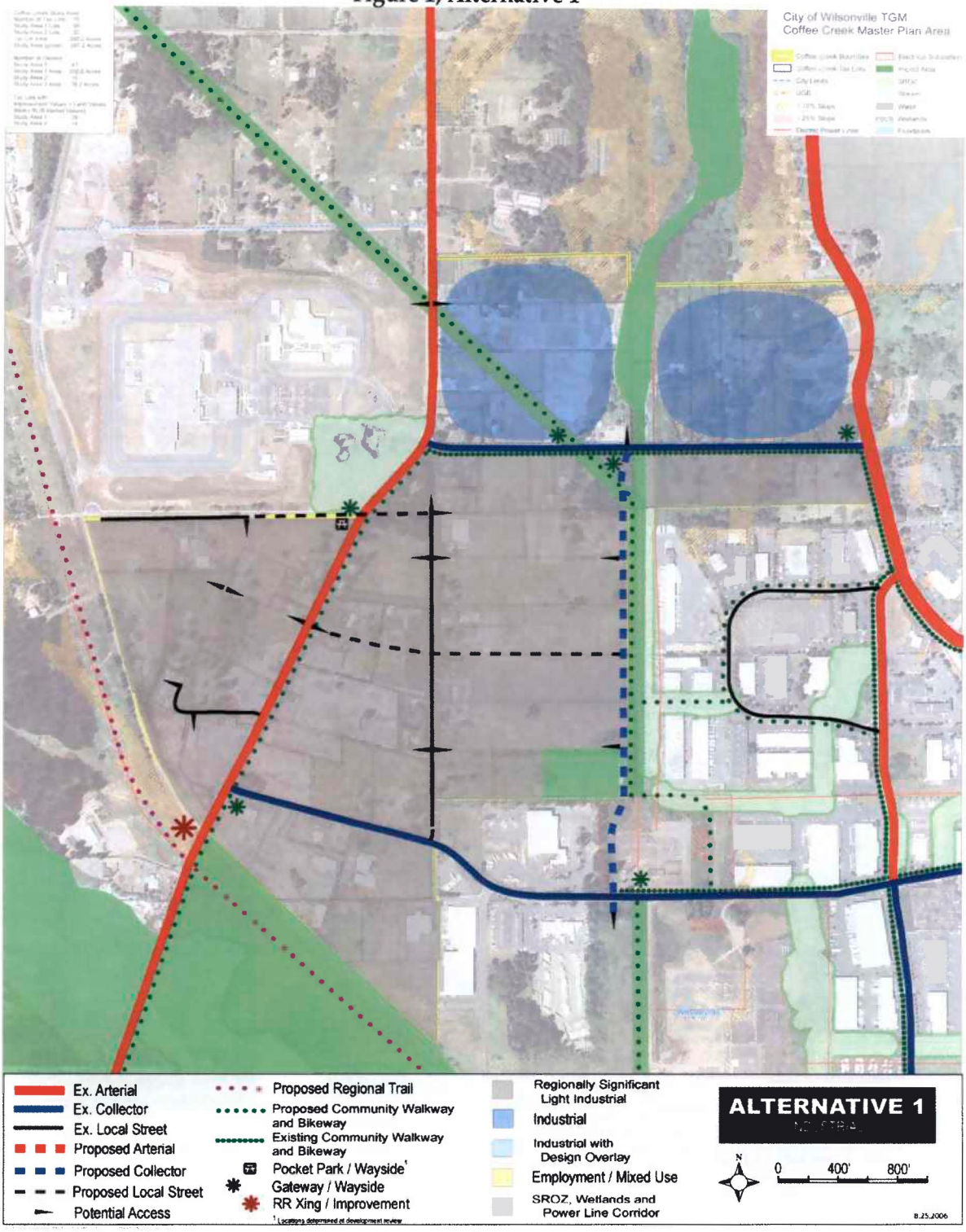
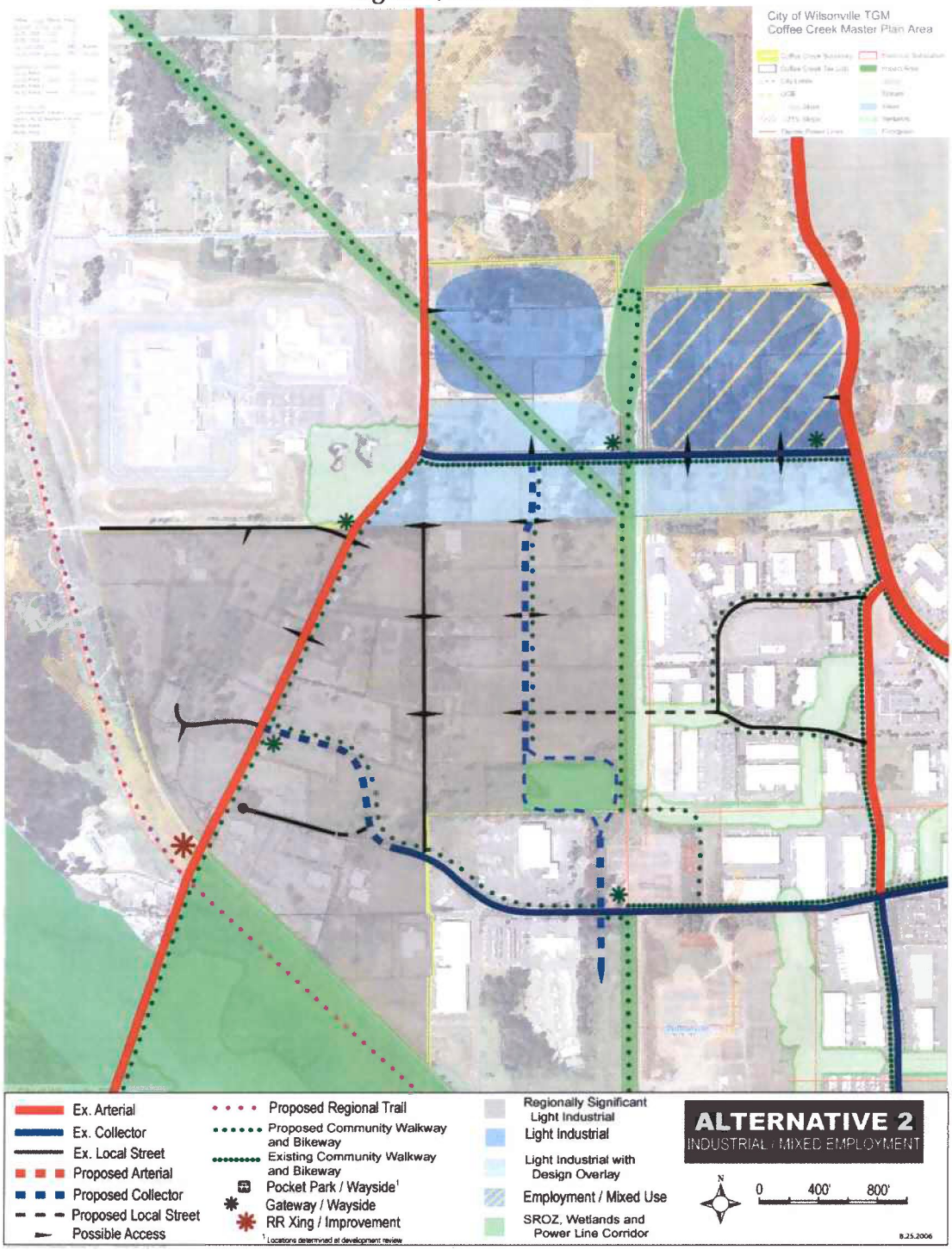


Figure 2, Alternative 2



Public Facility Requirements

Preliminary public facility requirements have been identified for roads, water lines, sewer lines, storm water systems, parks/trails, and wayside improvements. Tables 2-4 summarize the recommended public facilities in vicinity of the planning area.

Transportation Improvements

Traffic analysis was conducted by DKS Associates to ascertain existing and future (year 2030) roadway congestion and service levels at key intersections. Please refer to the DKS Memorandum dated February 12, 2007. Major roadway improvements were identified for the "no build" and "build alternatives."

The list of roadway improvements required to address anticipated growth in and around Wilsonville is extensive, even without annexing Coffee Creek and allowing urban development to occur in that location. Table 2 provides a list of required improvements that are necessary to provide an adequate transportation network with favorable service levels. Please refer to Appendix A for a summary of unit costs used for this analysis.

The total cost of constructing the roadway improvements identified in Table 2 is estimated at $20.7 million in year 2007 dollar amounts. The recommended short-term (years 1-5) improvements include the Kinsman Road extension between Ridder Road and Day Road (project C-24) at a cost of approximately $6.0 million, and a new traffic signal at the Kinsman/Day Road intersection (project S-36) at an estimated cost of $280,000.

Most other improvements reflected on Table 2 are considered to be long-term (beyond year 5) and may need to be added in the City and County TSPs prior to dedicating local or non-local funding for construction.

In addition to the roadway projects listed in Table 2, other improvements would be needed if the Coffee Creek Industrial Area is developed. A list of potential improvement projects that would be required with development limited to the area south of Day Road as per Alternative 1 (master plan area) is included in Table 3. Recommended public facilities for the area north of Day Road (concept plan area) are included in Table 4.

Please refer to Appendix B for a map of existing and planned street improvements.

Table 2 Summary of Transportation Improvements Assumed with No Build Scenario

ID #	Project Name	Prelim. Capital Cost Estimate (millions)*	Priority	Required Amendments	Potential Funding Sources
Transportation Projects					
C-24	Kinsman Road (Day Road to Ridder Road)	$6.00	Years 1-5	no, (for 2 lane section)	SDCs, Urban Renewal/TIF, Developers
C7	Kinsman Road (Ridder to Boeckman Road)	$3.60	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
S-36	Day Road/Kinsman Road Signal	$0.28	Years 1-5	no	SDCs, Urban Renewal/TIF, Developers
T-1	Boones Ferry Road/95th Avenue eastbound right turn lane	$0.61	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-2	Boones Ferry Road/95th Avenue westbound left turn pocket	$0.30	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-3	Boones Ferry Road/95th Avenue median	$0.30	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-4	Boones Ferry Road/95th Avenue northbound turn lane	$0.20	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-5	Elligsen Road/I-5 Northbound Ramp right turn lane	$0.10	Years 1-5	In CIP	SDCs
S-18	Ridder Road/Kinsman Road left turn pockets and signal	$0.58	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-6	Clutter Road/Grahams Ferry Road westbound left turn lane	$0.85	Years 6+	in County TSP	County SDCs, Developers
T-7	Grahams Ferry Road/Clutter Road southbound turn lane	$0.30	Years 6+	in County TSP	County SDCs, Developers
T-8	Grahams Ferry Road/Clutter Road signal	$0.28	Years 6+	in County TSP	County SDCs, Developers
T-9	Grahams Ferry Road Railroad Crossing	$4.00	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, ODOT, Metro, TriMet
T-10	Day Road/Boones Ferry Road southbound through lane (5 lane section)	$2.49	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-11	Tonquin/SW Grahams Ferry Road westbound turn lane	$0.30	Years 6+	in County TSP	County SDCs, Developers
T-12	Tonquin/SW Grahams Ferry Road northbound turn lane	$0.30	Years 6+	in County TSP	County SDCs, Developers
T-13	Tonquin/SW Grahams Ferry Road signal	$0.28	Years 6+	in County TSP	County SDCs, Developers

Cost Summary	Total	Years 1-5	Years 6+
Roads	$16.65	$6.10	$10.47
Rail Crossing	$4.00	0	$4.00
Total	**$20.65**	**$6.10**	**$14.47**

*Notes: * costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.*

Table 3 Summary of Public Improvements
Coffee Creek Master Plan, South of Day Road, Alternative 1

This list identifies projects needed beyond those identified in the 2030 "No Build" Alternative.

ID #	Project Name	Prelim. Capital Cost Estimate (millions)*	Priority	Required Amendments	Potential Funding Sources
Transportation Projects					
T-14A	Day Road/Kinsman left turn pocket	$0.30	Years 1-5	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-15	Kinsman/Day northbound right turn lane	$0.30	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-16A	Grahams Ferry Road (RR-xing to Day Road)	$4.20	Years 6+	in County TSP	SDCs,Developers
T-16B	Grahams Ferry Road/Day Road duel southbound left turn lanes	$0.30	Years 6+	in County TSP	SDCs,Developers
T-17	Clutter Road Reconstruction	$2.10	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-18	Boones Ferry Road 5-lane section between Day Road and I-5	$2.25	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
P-1	Commerce Circle Trail Connection	$0.27	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
Sanitary Sewer Projects					
SS-1	Kinsman Road - Sewer Main	$0.68	Years 1-5	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-2	Grahams Ferry -Sewer Main	$0.10	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-3	Garden Acres Sewer Main	$0.20	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-4	Clutter Road Sewer Main	$0.28	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-5	Ridder Road Sewer Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers

Table 3 continued - Summary of Public Improvements
Coffee Creek Master Plan, South of Day Road, Alternative 1
This list identifies projects needed beyond those identified in the 2030 "No Build" Alternative.

ID #	Project Name	Prelim. Capital Cost Estimate (millions)*	Priority	Required Amendments	Potential Funding Sources
Water Line Projects					
W-1	Kinsman Road - Water Main	$0.42	Years 1-5	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
W-2	Grahams Ferry -Water Main	$0.45	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
W-3	Clutter Road Sewer Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
Storm Water Projects					
SW-1	Construct Kinsman Road and Grahams Ferry Road as "Greenstreets" with bioswales	cost included w/proj.	on going	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SW-2	Regional Detention/Treatment Pond	$0.30	Years 6+	requires City Facility Plan amendment	SDCs, Developers
Wayside Projects/Parks					
	Construct 3 new waysides	$0.60	Years 6+		SDCs, Urban Renewal/TIF, Developers

Notes:

** Costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.*

Table 3 Cost Summary (site-related improvements)

	Total	Years 1-5	Years 6+
Roads	$7.20	$0.30	$6.90
Pedestrian/Bicycle Pathways	$2.25	0	$2.25
Sewer	$1.53	$0.68	$0.85
Water	$1.14	$0.42	$0.72
Storm water	$0.30	0	$0.30
Waysides	$0.60	0	$0.60
Total	**$13.02**	**$1.40**	**$11.62**

Table 4 Summary of Public Improvements
Coffee Creek Industrial Area, North of Day Road, Alternatives 1 & 2

This list identifies projects needed beyond those identified in the 2030 "No Build" Alternative and South of Day Improvements

ID #	Project Name	Prelim. Capital Cost Estimate (millions)*	Priority	Required Amendments	Potential Funding Sources
Transportation Projects					
T-14B	Day Road/Kinsman left turn pocket	$0.30	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-20	Boones Ferry Road / Day Road duel eastbound turn lanes	$0.60	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-21	Grahams Ferry Road (north of Day Road)	$1.05	Years 6+	in County TSP	County SDCs, Developers
P-2	Basalt Creek Parallel Trail	$0.09	Years 6+	parks plan amendment	SDCs, Urban Renewal/TIF, Developers
Sanitary Sewer Projects					
SS-6	Day Road - Sewer Main	$0.28	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-7	Boones Ferry Road - Sewer Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-8	North of Kinsman - Sewer Main	$0.20	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
Water Line Projects					
W-4	Grahams Ferry -Water Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
W-5	Boones Ferry Road - Sewer Main	$0.18	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
Storm Water Projects					
SW-3	Basalt Creek Buffer Restoration & Drainage Improvements	$0.15	Years 6+	requires City Facility Plan amendment	SDCs, Developers
Wayside Projects/Parks					
	Construct 1 new wayside	$0.20	Years 6+		SDCs, Urban Renewal/TIF, Developers

Notes:

** Costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.*

Table 4 Cost Summary (site related improvements)

	Total	Years 1-5	Years 6+
Roads	$1.95	0.0	$1.95
Pedestrian/Bicycle Pathways	$0.09	0.0	$0.09
Sewer	$0.75	0.0	$0.75
Water	$0.45	0.0	$0.45
Storm water	$0.15	0.0	$0.15
Waysides	$0.20	0.0	$0.10
Total	**$3.59**	**0.0**	**$3.59**

Sanitary Sewer System

The Coffee Creek Urban Planning Area is located in the United Disposal Interceptor basin subarea. The majority of the Coffee Creek Urban Planning Area was included as Urban Planning Area 4 (UPA-4) in the sewer master plan. This area was assumed to include the Coffee Creek Correctional Institution (on 113-acres) and 313-acres of future industrial land. Future unit flow assumptions for industrial uses were forecasted to be 2,000 gallons/day/acre. After considering factors for average daily flows, the industrial portion of UPA-4 is assumed to generate 626,000 gallons per day (gpd) of sewer flow at build-out.

It should also be noted that the assumptions included in the Preliminary Urban Reserve Plan for Coffee Creek Area 42 (prepared in 1998), calculated sewer flows at 3.0 mgd for the prison and industrial sites, that can serve between 12 and 21 persons per acre. The current sewer master plan assumes 0.8 mgd of average flows from this area, which is consistent with the lower end of the range in employment (12 jobs/acre). The master plan for Coffee Creek Industrial Area (south of Day Road) estimates potential employment to be 9 jobs/gross buildable acre for each Alternative. Hence, the sewer capacity assumptions appear to be in line with current sewer master plan assumptions.

The sewer master plan identifies two specific capital improvements that would be required to adequately serve the majority of the Coffee Creek Planning Area. These include:

- United Disposal Parallel Pipe (CIP-UD1 and listed as SS-1 in Appendix C). Includes construction of a 12-inch line from SMH3503 to SMH0269 to convey peak wastewater flows over a distance of 5,315 feet. The project includes an 8-foot diameter manhole with a diversion weir. Railcrossing will require trenchless technology. Alternative alignments should be investigated to minimize impacts to wetland and natural areas. This project should coordinate with Kinsman Road extension where possible. Estimated cost for the Kinsman segment of this pipe is $680,000. Additional off-site costs were estimated by the City in 2001 to be approximately $1,105,704. After adjusting for cost escalation, the current cost for off-site construction for this project is likely to be approximately $1.47 million.
- Garden Acres Road New Trunk Sewer (CIP-UD3 and SS-3 in Appendix C). Includes a new 12-inch trunk service extension along Garden Acres Road between Day Road and SW Ridder Road to serve future development. A portion of this project was constructed a few

years ago to accommodate the prison demand. Remaining cost for the Garden Acres extension segment of this pipe is approximately $200,000.

Additional sewer line improvements that are recommended for the Planning Area are reflected in the sewer facility maps in Appendix C, and Tables 3 and 4. It is important to note, that all identified projects and cost estimates are made for preliminary planning purposes. Site survey work will need to occur and the City will need to update its sewer system model to determine more accurate on and off-site water system improvements and trunk line size, location and cost.

Storm water Facilities

The City of Wilsonville, Storm water Master Plan Final Report (2001) addresses the management of stormwater runoff quantity and quality within the City's Urban Growth Boundary and adjoining planning areas. The plan specifically addresses Comprehensive Plan Policy 3.1.7 which requires that, *The City of Wilsonville shall develop and maintain an adequate storm drainage system.*

The Coffee Creek Planning Area is located within the Coffee Lake Creek Basin. The north tributary to Basalt Creek is located south of Day Road. Basalt Creek drains into Coffee Creek Lake and extends north of Day Road into the City of Tualatin UGB.

The Storm water Maser Plan identifies potential regional detention facilities in the Coffee Creek Planning Area as effective pollution reduction facilities. Planned facilities in the Planning Area include:

- North Wilsonville Planning Area comprehensive storm drainage system. The former Urban Reserve Area 42 (portion of Coffee Creek Planning Area) requires a system of storm drainage improvements in addition to on-site storm water detention and treatment provided by developers. The off-site public facility improvements are estimated to cost $2.46 million (2001 dollars).

In addition to requiring each new development within the Coffee Creek Industrial Planning Area to detain and treat any projected run off per existing City Code, it is recommended that the planned Kinsman Road and Grahams Ferry Road improvements be constructed as "green streets." Green streets will require a variance from existing City Street Standards to allow bio-swales and pervious surfaces to be used in lieu of curb and gutter to help convey storm water runoff.

Another recommendation is for the City to conduct a Basalt Creek and Coffee Creek sub-basin analysis to better define existing storm water events and flooding-related issues. Future development within the sub-basin should be modeled to ascertain likely impacts of urban development, and to identify impacts of beneficial storm water design standards. The possibility for a new regional storm water detention pond within the Coffee Creek Planning Area should be assessed.
Please refer to Appendix D for a map of existing and planned storm water facilities.

Water Facilities

Prior to the construction of the City of Wilsonville's Willamette Water Treatment Plant in 2002, the City relied on eight underground wells in the Columbia River Aquifer to serve its needs. The Willamette Treatment Plant now provides the majority of the City's water needs, with its main transmission line that runs up Kinsman Road. The Water Master Plan provides a plan for evaluating future water system needs to meet anticipated growth.

The Water Master Plan assumes current water usage rates of 44-gallons per day for industrial (average) and 176-gallons per day (peak) per user. The City's Community Development Department has also assumed that two 1.0 mgd average daily demand (ADD) industrial users will locate in the City by 2020 that will also need to be accommodated. The resulting analysis of water demand indicates that average peak day demand for industrial uses will increase from 1.25 mgd (2000) to 8.35 mgd (2020). Total water demand for the city is forecasted to increase from 6.8 mgd (2000) to 20.02 mgd (2020).

The existing Willamette Treatment Plan combined with existing wells has the capacity to handle approximately 10 mgd of total water demand. Future capacity expansion is planned to include 5 mgd through reservoirs (using aquifer storage and recovery wells) and another 5 mgd through expansion at the Willamette Treatment Plant.

The Water Master Plan includes a capital improvement phasing plan that identifies the need to add 4,220 linear feet of 12-inch water line between Grahams Ferry to Ridder Road and Ridder Road to Garden Acres. A preliminary list of recommended water system improvements for the Coffee Creek Industrial Area is provided in Appendix E, and Tables 3-4.

It is important to note, that all identified projects and cost estimates are made for preliminary planning purposes. Site survey work will need to occur and the City will need to update its water system model to determine more accurate on and off-site water system improvements and trunk line size, location and cost. Hence, additional water system improvements could include a pro rata share of off-site improvements for the new reservoir and pump stations.

Parks and Trails

The Wilsonville Parks and Recreation Master Plan specifically identifies the Northwest Industrial Area as having a strong need for accessible green space and recreation opportunities and recommends providing parks in this area and/or improving linkages between the Industrial Area and existing parks.

Protecting natural resources is a hallmark of the Comprehensive Plan and the Parks and Recreation Master Plan. Natural resource protection and opportunities to partner with private land owners, as has historically been the case in Wilsonville, should be considered during the planning process for the Coffee Creek Area. Focus should also be placed on creating an interconnected park system including greenways and trails, but also connections for bike, pedestrian, and transit transportation choices.

The recommended plan for the Coffee Creek Industrial Area includes at least four new waysides which can function as strategic "gateway" design features with informational displays that depict area site/building configurations. These waysides should also function as "pocket parks" for local employees and residents with picnic tables and benches.

There are also local and regional pedestrian and bicycle trail connections that are included in the Coffee Creek Industrial Area plan. These pathways can be constructed within existing powerline easement corridors and should connect with Metro's planned regional trail that will parallel the Portland and Western Railroad. Please refer to Appendix F for a map of existing and planned parks and natural areas and trails.

Power, Gas and Telecommunications

This analysis assumes that public power, telecommunications (phone, cable and internet) and natural gas line extensions can be made into the Coffee Creek Industrial Area by private utility companies, as no expense to the City of Wilsonville. Additional coordination will be required with Portland General Electric, Quest, Sprint, Pacific Natural Gas, and other utilities if and when annexation procedures commence.

Fiscal Impact Analysis

The fiscal impact findings are based on the assumption that future development will generate revenue and costs for the City. A fiscal impact analysis is contained herein which presents the estimated revenue from property taxes, fees, and other revenue sources, if the area is annexed and developed—and compares it to the associated administration costs to the public sector. The analysis of public expenditures is based upon the on-site improvements that can be attributed to new development within the Coffee Creek Planning Area Boundary. Any additional public capital improvements that are reflected as No Build Improvements (Table 1) are not included in the calculation of fiscal impacts for this project since they are needed whether or not this area is annexed and developed as planned.

The methodology used to conduct this fiscal impact study is similar to that used in prior fiscal impact assessments that have been conducted in Tualatin, Sherwood, Portland, Gresham, and other cities. The method used generally follows the guidance described in the publication by the Council for Urban Economic Development, *Redevelopment Handbook*, 2003.

The basic methodology includes the following steps:

1. Determine the land use pattern, employment, population, and assessed land value.
2. Estimate revenues associated with land values, employment, and population.
3. Estimate costs of providing services.
4. Compare revenues and costs.
5. Estimate operating and maintenance (O&M) costs upon annexation.
6. Determine net fiscal impact from the City's perspective.

As new development occurs, general government responsibilities will be incurred by the City of Wilsonville. We have assumed the existing cost/revenue structure for the City shall remain as it is today (i.e. Measures 5 & 50 will apply and a consumption tax or other fee structure is not adopted locally or at the state level). It is assumed that with the increase of service responsibilities and costs, the City will receive revenues related to property values and business activities. If costs exceed revenues, a fiscal deficit is incurred; if revenues exceed costs, a surplus is generated. Underlying the analysis is the estimation of revenues and costs associated with annexation and development. Revenue and cost estimates are based on "drivers," which in this analysis are primarily employment, assessed property values, or real market values.

- This analysis focuses exclusively on the revenues and costs associated within the City of Wilsonville.
- Secondary fiscal impacts within the City that result from on-site development within the study area, such as increased population and business activity, are no estimated.
- Upon annexation, general government services will transfer from Washington County and Clackamas County to the City of Wilsonville.
- The services provided to the study area will be the same as those currently provided to City property owners, businesses, and residents.
- The analysis focuses on revenues that are derived from existing taxes and fees. This includes current mil rates, system development charges, and user fees.

The results of the fiscal impact analysis conclude that there is a positive local fiscal impact that is likely to result upon build out with Alternative 1. As indicated in **Table 5**, the primary fiscal

revenue streams to the City would include: local property tax revenues, city enterprise funds (from water and sewer user fees) and city franchise fee revenues (from a portion of utility charges collected by private utilities). These revenues are expected to reach $1.67 million per year upon buildout. Please refer to **Appendix Tables G1 and G-6, G-7 and G-8** for detailed revenue forecasts.

Annual operating expenses for maintaining expanded local roads, water, sewer, storm water and parks systems and indirect administrative costs for urbanizing Coffee Creek are expected to increase with time. Total annual operating expenses are expected to reach $679,000 per year for the area south of Day Road upon buildout. Please refer to **Appendix Tables G-1 through G-5** for a summary of operating expenses.

The net fiscal position for the City of Wilsonville will vary by year, but once build out is achieved the potential revenues from serving the Coffee Creek Industrial area south of Day Road are projected to exceed operating costs by approximately $994,000 per year.

Additional non-local revenues are projected to primarily accrue to Washington County, Metro, and the State of Oregon.

Table 5
Coffee Creek Industrial Area, South of Day Road, Alt. 1
Preliminary Fiscal Revenue and Expense Forecast (Buildout)

Total Cumulative Revenues & Costs (2007 $)	Total (cumulative or capitalized revenues)*	Annualized Value*
City Tax Revenue	$14,251,070	$1,425,107
City Share of State Shared Revenues	$0	$0
City Share of County Revenues (library)	$0	$0
City Enterprise Fund Revenues	$2,480,330	$248,033
City Franchise Fee Revenues	$766,561	$76,656
Subtotal City Revenues	**$16,731,400**	**$1,673,140**
City Operating Expenses*	**($6,794,955)**	**($679,495)**
Net Fiscal Position for City	**$9,936,445**	**$993,645**
Non-Local Revenues		
WA County Tax Revenue	$6,495,189	$649,519
Metro Property Tax	$237,431	$23,743
Metro Excise Tax	$290,288	$29,029
State Income Tax Revenue	$24,092,028	$2,409,203

** based on a 20-year buildout time period; and a capitalization rate of 10%.*
Source: analysis by Otak, Inc.

The area north of Day Road is also expected to provide the City of Wilsonville with positive fiscal impacts once build out is achieved. With Alternative 1, the City is expected to experience approximately $553,000 in annual revenues, and incur approximately $218,000 in annual expenses. This would result in a net positive fiscal position of over $330,000 per year, as indicated in **Table 6.**

Table 6
Coffee Creek Industrial Area, North of Day Road, Alt. 1

Preliminary Fiscal Revenue and Expense Forecast (Buildout)

Total Cumulative Revenues & Costs (2007 $)	Total (cumulative or capitalized revenues)*	Annualized Value*
City Tax Revenue	$4,524,855	$452,485
City Share of State Shared Revenues	$0	$0
City Share of County Revenues (library)	$0	$0
City Enterprise Fund Revenues	$791,657	$79,166
City Franchise Fee Revenues	$216,403	$21,640
Subtotal City Revenues	**$5,532,915**	**$553,292**
City Operating Expenses*	**($2,187,850)**	**($218,785)**
Net Fiscal Position for City	**$3,345,065**	**$334,506**
Selected Non-Local Revenues		
WA County Tax Revenue	$2,091,331	$209,133
Metro Property Tax	$76,448	$7,645
Metro Excise Tax	$93,467	$9,347
State Income Tax Revenue	$6,801,278	$680,128

** based on a 20-year buildout time period; and a capitalization rate of 10%.*
Source: analysis by Otak, Inc.

Development Alternative 2, with more housing and less industrial development than Alternative 2 is not expected to provide a positive fiscal impact. As indicated in **Table 7**, Alternative 2 north of Day Road is projected to result in more revenues than Alternative 1 ($703,000 at buildout) because there are more potential state shared revenues as population rises. However, the annual operating costs are expected to be slightly higher ($752,000) given the need to provide more public services, such as police, fire, safety, parks, and libraries for the 232 new projected households.

As indicated in **Table 7**, the net fiscal position to the City with Alternative 2 (north of Day Road) is projected to be close to breakeven, at negative $49,000 per year.

Table 7
Coffee Creek Industrial Area, North of Day Road, Alt. 2
Preliminary Fiscal Revenue and Expense Forecast (Buildout)

Total Cumulative Revenues & Costs (2007 $)	Total (cumulative or capitalized revenues)*	Annualized Value*
City Tax Revenue	$4,491,024	$449,102
City Share of State Shared Revenues	$160,173	$16,017
City Share of County Revenues (library)	$61,550	$6,155
City Enterprise Fund Revenues	$2,058,496	$205,850
City Franchise Fee Revenues	$256,664	$25,666
Subtotal City Revenues	**$7,027,906**	**$702,791**
City Operating Expenses**	**($7,520,457)**	**($752,046)**
Net Fiscal Position for City	**($492,551)**	**($49,255)**
Selected Non-Local Revenues		

WA County Tax Revenue	$2,167,938	$216,794
Metro Property Tax	$79,249	$7,925
Metro Excise Tax	$96,891	$9,689
State Income Tax Revenue	$4,056,715	$405,671

** based on a 20-year buildout time period; and a capitalization rate of 10%.*

*** Payment assumes 6% interest and 20 year term financing.*

Source: analysis by Otak, Inc.

Regional and State Fiscal Benefits

Primary fiscal benefits to the state include revenues from state personal payroll taxes and corporate income taxes. Because there are wide variations in corporate income taxes (based on 6.6% of Oregon taxable income) it is difficult to measure its fiscal revenue generation potential. Hence, the focus in this analysis is on state payroll tax collections.

New development and related trip generation will lead to increases in vehicle miles and fuel tax and weight-mile tax revenues for Oregon, Washington County and Clackamas County (only a very small portion of the plan area is located in Clackamas County). However, those revenues and related state pass-through tax revenue reimbursements to local governments and related costs are beyond the scope of this analysis and have not been calculated. It should be noted that state pass-through tax reimbursements to local governments, such as fuel taxes, liquor taxes, cigarette taxes, etc. have population-based disbursement formulae which are only affected by local population growth that occurs with Alternative 2 (north of Day Road).

Metro's new Construction Excise Tax, which was approved by the Metro Council in March 2006, is a temporary construction tax to be assessed on construction permits throughout the region to fund planning in new areas brought into the UGB in 2002 and 2004. These tax revenues could generate up to $290,000 from the area south of Day Road and another $ 75,000 from the area North of Day Road.

In summary, this fiscal impact analysis indicates that the existing development impact fees, review fees, and tax rates in the City of Wilsonville are structured in a manner that could yield positive fiscal impacts from new industrial and commercial developments. The addition of new housing in development Alternative 2 would counter some of the positive fiscal benefit.

Local and Regional Economic Benefits

In addition to the fiscal benefits, the development of the Coffee Creek Industrial Area is expected to result in new construction and permanent economic impacts for the greater Portland-Vancouver Metro Region.

Significant private investment in new buildings, equipment and infrastructure is expected to occur over the next 20 years, if the Coffee Creek Industrial Area is annexed. Preliminary estimates include over $300 million in private investment being leveraged by approximately $20 million in public investment. The construction impact from this scale of private and public investment could result in over 4,000 person years of construction employment. Please refer to

Appendix Tables G-10, G-11 and G-12.

Preliminary results summarized in **Appendix Table G-9** indicate that total potential employment (full time equivalent) jobs on site could reach 1,474 south of Day Road at buildout. An additional 262 to 416 jobs are projected in the area north of Day Road, with Alternatives 2 and 1, respectively.

These jobs would provide good family wage income to local and regional residents. Total projected payroll is expected to reach $55 million per year south of Day Road, and between $9 and $15 million per year north of Day Road at buildout.

The indirect regional impact of local job growth would eventually be all new to the region, as the region doubles in size over the next 20 to 30 years, according to Metro forecasts. If we assume a local indirect multiplier of 1.5, the regional direct and indirect economic impact from development in the Coffee Creek Industrial Area is projected to reach nearly $165 million, including approximately $135 million for the area south of Day Road, and another $30 million for the area north of Day Road.

The indirect economic impact is created as local direct payroll is deposited in local banks, invested, and expended on local goods and services—which in turn created second round economic impacts. As a portion of the second round economic impacts are invested or spent, the regional indirect impact expands—like the rings that ripple from a stone cast into a pond.

Funding Strategies

As with most successful large master planned developments, the Coffee Creek Industrial Area will require a mix of public and private funding and financing for on- and off-site improvements.

The first step in the funding process entails amendments to local (City of Wilsonville and Washington County) Transportation System Plans to identify the facilities identified in Tables 2, 3 and 4. After the TSP amendment processes occur (assuming there is support from ODOT and other state, Metro and local agencies/stakeholders), the county and/or city can work with ODOT and local stakeholders to update local ordinances (such as the Wilsonville and Washington County Systems Development Charge Methodology), capital improvement programs and the ODOT State Transportation Improvement Program (STIP) to designate appropriate improvements for funding.

As local plan amendments are adopted, funding sources should be identified. Potential local funding sources may include the following:

Local Systems Development Charges—The City of Wilsonville and Washington County SDC methodology could be amended to include capital facilities, such as Kinsman Road extension, Boones Ferry Road realignment, Tonquin Road/Grahams Ferry Road intersection improvements. These facilities are required to accommodate planned urban growth.

A preliminary analysis by Otak indicates that the existing SDC rate system, if applied to the anticipated level of development within the Coffee Creek Industrial Area, could be expected to generate approximately $13.6

million in revenue (area south of Day Road) and approximately $4 million in revenue (area north of Day Road) by the time build out is reached, assuming no SDC waivers are granted.[9] Please refer to **Appendix H**. The SDC analysis has generally concluded that on-site public facility capital costs for water, sewer, parks, and storm water facilities could be covered by SDC revenues from development in Coffee Creek. However, there would likely be a large funding gap for street projects.

The SDC analysis indicates that existing City SDC rates, if applied to new development in Coffee Creek Industrial Area, could fund approximately $4.4 million in street improvements, including $3.4 million from development south of Day Road, and another $1.0 million from development north of Day Road. This is well below the expected street funding cost requirements of $9.2 million, including $7.2 million for development south of Day Road and another $2.0 million for development north of Day Road. Hence, it is likely that existing SDCs would need to increase and additional revenue sources (identified below) would be required.

It should also be noted that in addition to these "site related street improvements" there are several additional transportation improvements that are recommended to accommodate local and regional increases in vehicle trips (even without new development in the Coffee Creek Industrial Area). The cost of these "off-site related improvements" is estimated at $20.1 million, including $16.1 million for streets and an additional $4.0 million for an improved railroad underpass along Grahams Ferry Road. Funding these additional improvements will also require a mix of City and County SDCs and other local revenue sources, along with state grants that could apply to the railroad underpass.

Urban Renewal Plan District—Wilsonville may consider expanding its urban renewal district area into a portion of the Coffee Creek Industrial Area. However, the City has recently determined that it is near its capacity for urban renewal district expansion given recent commitments made to accommodate the Villebois Village mixed use community. Notwithstanding the challenge of meeting state and local planning approval regulations regarding the formation or expansion of urban renewal plans (please refer to ORS 457.085), there are significant funding resources that could be obtained using Tax Increment Financing. A preliminary analysis by Otak indicates that potential assessed valuation in the Coffee Creek Industrial Area south of Day Road could increase from $16 million today to approximately $258 million at buildout. This $242 million increase in assessed valuation could support an additional $3.5 million in annual property tax revenues at buildout. If a conservative estimate of 50% site buildout is assumed over the life of the urban renewal district, these net new property tax revenues could support approximately $12 million in capital improvements.[10]

Local Improvement District (LID)—This approach assumes formation of a local improvement district in accordance with local ordinance and state statutes. A LID can be initiated by either the local jurisdiction or affected property owners for specific capital improvements with consent of at least 51% of affected property owners in the LID and at least two-thirds support from councilors. LID assessments result in a lien placed on properties by the local jurisdiction until the assessment is paid in full.

Zone of Benefit Recovery District (ZBR)—This approach is similar to the LID financing method, but is almost always initiated by the private sector and does not require a lien on properties for the assessment.

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9 Based on existing City of Wilsonville SDC rates shown in Appendix G. These rates are used for analysis purposes only. Actual rates will not be determined until after the city amends its SDC methodology. It should be noted that the City SDC rates for transportation have been assumed rather than Washington County SDC rates.

10 Urban Renewal TIF revenues assume existing local tax rate of $14.3 per $1,000 of assessed valuation for general government and schools, 70% debt: coverage ratio, and 10% capitalization rate.

Combination of LID or ZBR and SDCs—Wilsonville and Washington County can combine LID and SDCs for the construction financing for improvements to collector and arterial roads, such as SW Boones Ferry Road.

Metro Transportation Improvement Program—Selected arterial improvements, such as SW Boones Ferry Road and selected regional pathway improvements may be funded through the Metro TIP process.

ODOT Statewide Transportation Improvement Program (STIP)—State transportation facilities, such as reconstructing the Portland & Western Rail Road underpass, are eligible for funding through updates to the STIP. Recent preference for improvements required to address freight mobility requirements and dedication of funds from federal and state programs (such as the *ConnectOregon* program re-authorization being considered by the 2007 Oregon Legislature) can help raise the priority of improvements that benefit industrial job growth.

Oregon Immediate Opportunity Program—ODOT grants up to 50% of project ($500,000 cap) based on job creation for street improvements. A letter of intent from employers indicating job hiring and wage estimates is required.

Infrastructure Grants, Loans and Private Dedications

Water, sewer, storm water and parks facilities are often funded through special district bond issues paid for by customer service charges and commodity charges. As the service provider, the City is expected to provide major trunk line improvements to provide urban sanitary sewer, water, parks and sub-basin storm water facilities in the Coffee Creek Industrial Area. In addition to urban renewal district funding, other state and federal funding sources for infrastructure may include:

Special Public Works Fund—Grants awarded in conjunction with a joint loan application for construction and/or improvement of infrastructure needs to support industrial, manufacturing and certain types of commercial development. Typically covers up to $5,000 per job. Loans can be awarded up to $10 million at a rate of approximately 5.0%+/-. A grant award is based on a financial analysis of the applicant and a debt carrying capacity assessment. (Actual amounts of grant awards are subject to loan application ratios).

Oregon Community Block Grant Program—Grants for infrastructure improvements needed to support a business that will create or retain permanent jobs, the majority of which will be made available to low and moderate income workers. For public infrastructure projects, the ratio is one job per $20,000 invested.

Oregon Industrial Development Revenue Bond Program—Administered by the Oregon Economic and Community Development Department (OECDD) this program is focused on non-retail job creation. Bonds may be issued for manufacturing, processing and tourism facilities. Eligible companies may borrow $500,000 to $10 million though this program, and are obligated to pay back the bondholders.

Public/Private Development Agreements

In addition to these funding sources, major development projects often include advanced financing agreements between private developers and local jurisdictions. With advanced financing agreements, private entities that build public facilities that are on an adopted SDC funding list, can be compensated for a share of their investment by the city after development occurs. For projects that are not on the SDC project list (such as local streets), the City will typically require the adjacent developer to construct "half street" improvements (along property frontage) or allow the developer to build full street improvements. In some instances the developer may opt to create an LID or ZBR or similar benefit district with affected property owners to compensate the developer for a share of specific improvements.

Next Steps

The findings contained in this memorandum shall be presented and discussed with the Coffee Creek Technical Advisory Committee on Friday, February 16, 2007. Information regarding development costs and fiscal impacts will be used to help select a preferred alternative for the Coffee Creek Industrial Area.

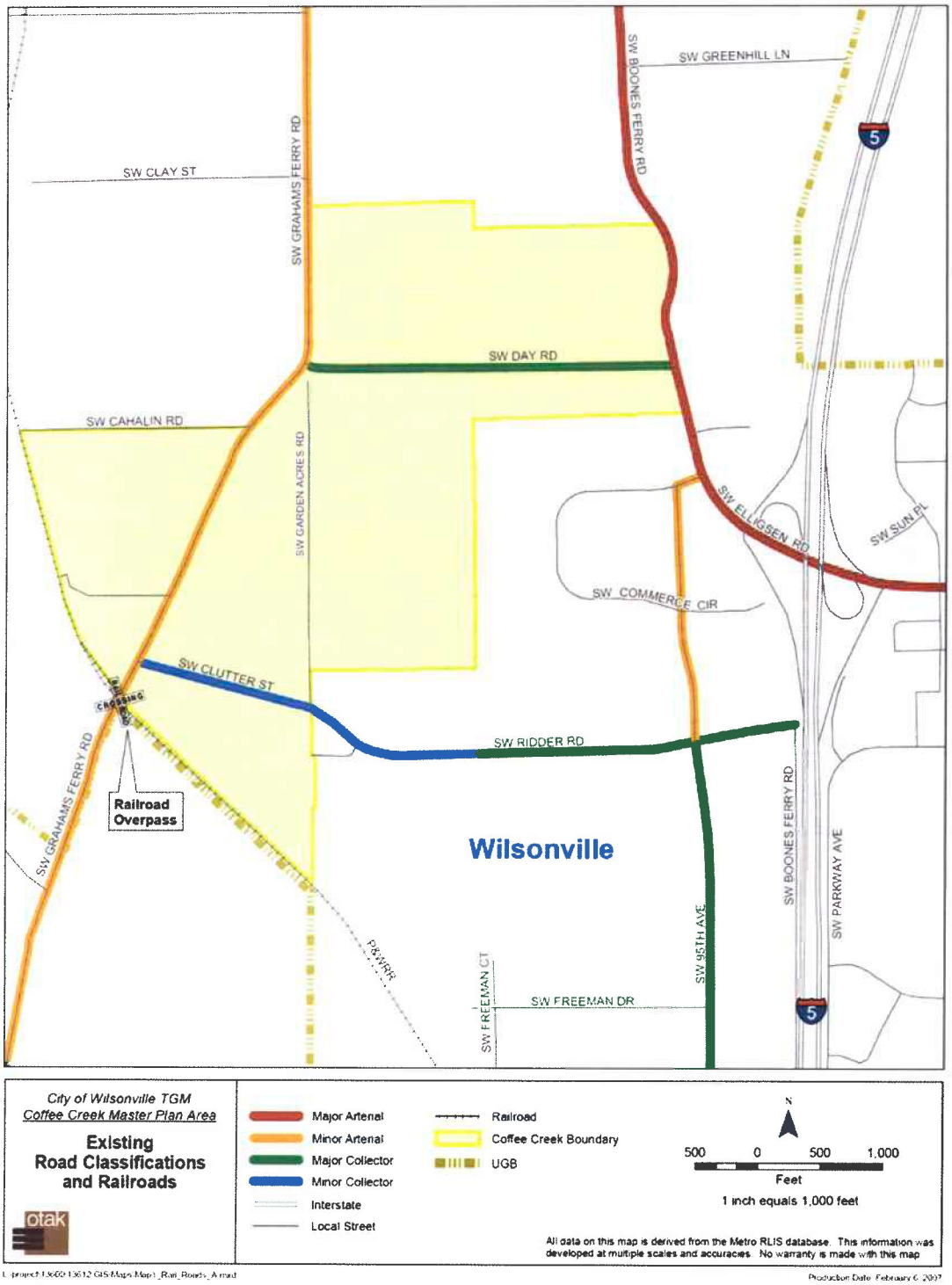
APPENDIX TABLES

Table A-1 Unit Cost Assumptions

	Type	Capital Cost*	Units
Transportation Improvements			
New 3 Lane Arterial (2 travel lanes, center turn lane, bike lanes, sidewalks, street illumination, landscaping)	concrete	$2,000	linear foot
New 2 Lane Collector (2 travel lanes, bike lanes, sidewalks, street illumination, landscaping)	concrete	$1,500	linear foot
Additional Turn Lane	concrete	$300,000	allowance
New 2 Lane Local Street	asphalt	$850	linear foot
Pathway (6 foot hard surface)	asphalt	$100	linear foot
Pathway (6 foot soft surface)	pervious	$60	linear foot
New Traffic Signal		$275,000	each
Modified Traffic Signal		$150,000	each
Rail Bridge Structure Replacement		$4,000,000	allowance
ODOT Interstate Ramp Access Modifications		$1,000,000	allowance
Median (100 feet long, landscaped)		$200,000	each
Water, Sewer & Storm Water Improvements			
Sewer Main Line (21 inch)	Iron	$225	linear foot
Sewer Main Line (18 inch)	Iron	$200	linear foot
Water Main Line (18 inch) with hydrants	PVC	$180	linear foot
Water Main Line (12 inch) with hydrants	PVC	$140	linear foot
Storm Water Pond		$150,000	each
Bio Swales		$50	linear foot
Other Improvements			
Wayside Signage/Landscaping		$200,000	each

** Costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included.*

Compiled by Otak, Inc.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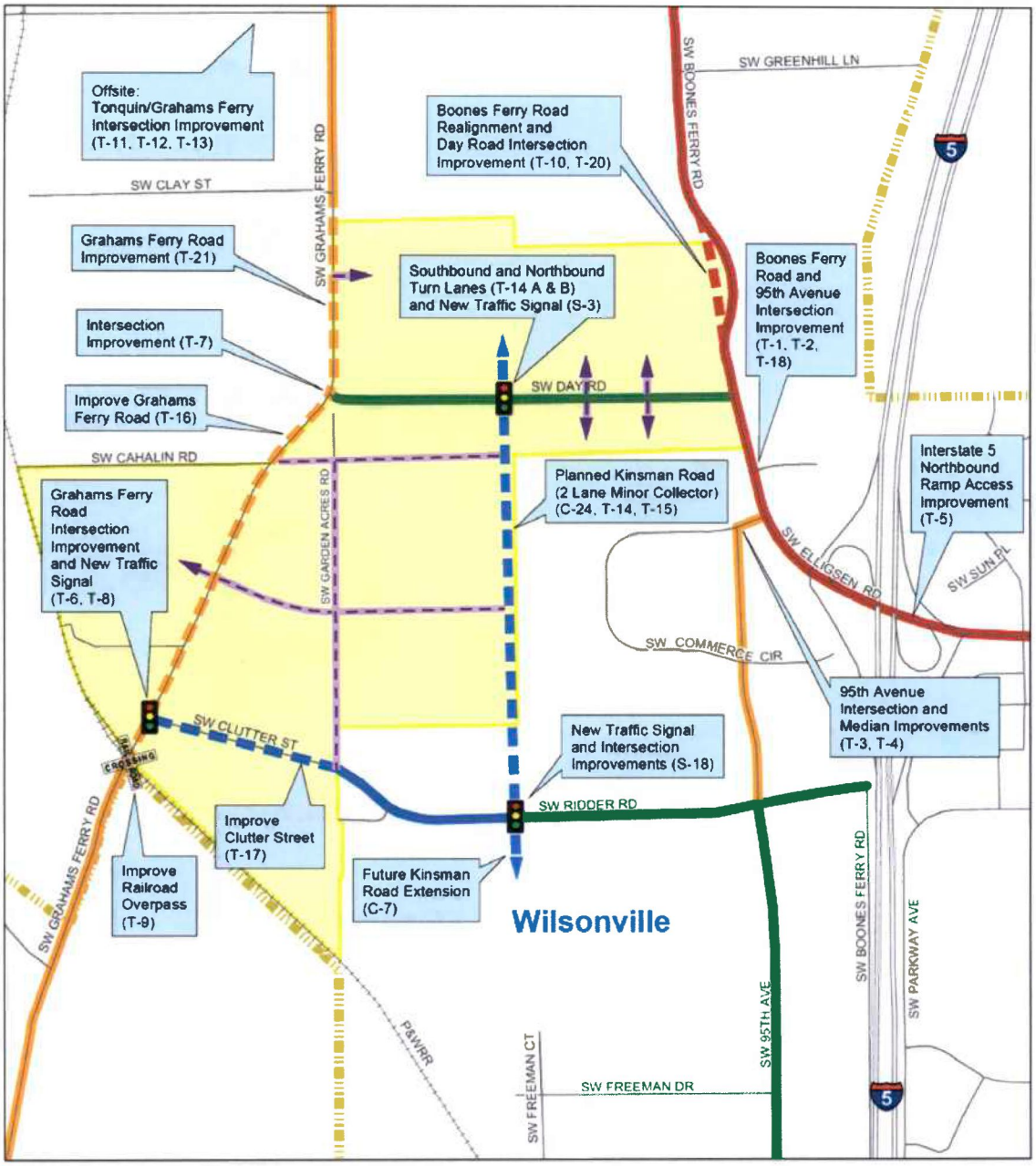
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
SW DAY RD
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW SUN PL
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
CROSSING
Railroad Overpass
Wilsonville
SW 95TH AVE
SW PARKWAY AVE
SW FREEMAN CT
SW FREEMAN DR
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Existing Road Classifications and Railroads
otak
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Interstate
Local Street
Railroad
Coffee Creek Boundary
UGB
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map
Production Date: February 6, 2007


Offsite:
Tonquin/Grahams Ferry
Intersection Improvement
(T-11, T-12, T-13)
Boones Ferry Road
Realignment and
Day Road Intersection
Improvement (T-10, T-20)
Grahams Ferry Road
Improvement (T-21)
Southbound and Northbound
Turn Lanes (T-14 A & B)
and New Traffic Signal (S-3)
Boones Ferry
Road and
95th Avenue
Intersection
Improvement
(T-1, T-2,
T-18)
Intersection
Improvement (T-7)
Improve Grahams
Ferry Road (T-16)
Interstate 5
Northbound
Ramp Access
Improvement
(T-5)
Planned Kinsman Road
(2 Lane Minor Collector)
(C-24, T-14, T-15)
Grahams Ferry
Road
Intersection
Improvement
and New Traffic
Signal
(T-6, T-8)
95th Avenue
Intersection and
Median Improvements
(T-3, T-4)
New Traffic Signal
and Intersection
Improvements (S-18)
Improve
Clutter Street
(T-17)
Improve
Railroad
Overpass
(T-9)
Future Kinsman
Road Extension
(C-7)
Wilsonville
SW GREENHILL LN
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
SW DAY RD
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW SUN PL
SW COMMERCE CIR
SW CLUTTER ST
RR CROSSING
SW RIDDER RD
SW PARKWAY AVE
SW 95TH AVE
P&WRR
SW FREEMAN CT
SW FREEMAN DR
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned
Road Improvements
and Railroads
otak
Planned Signal
Planned Road
Railroad
Coffee Creek Boundary
UGB
Interstate
Local Street
Major Arterial
Minor Arterial
Major Collector
Minor Collector
Note: Dashed Line =
Planned Improvement
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
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developed at multiple scales and accuracies. No warranty is made with this map.
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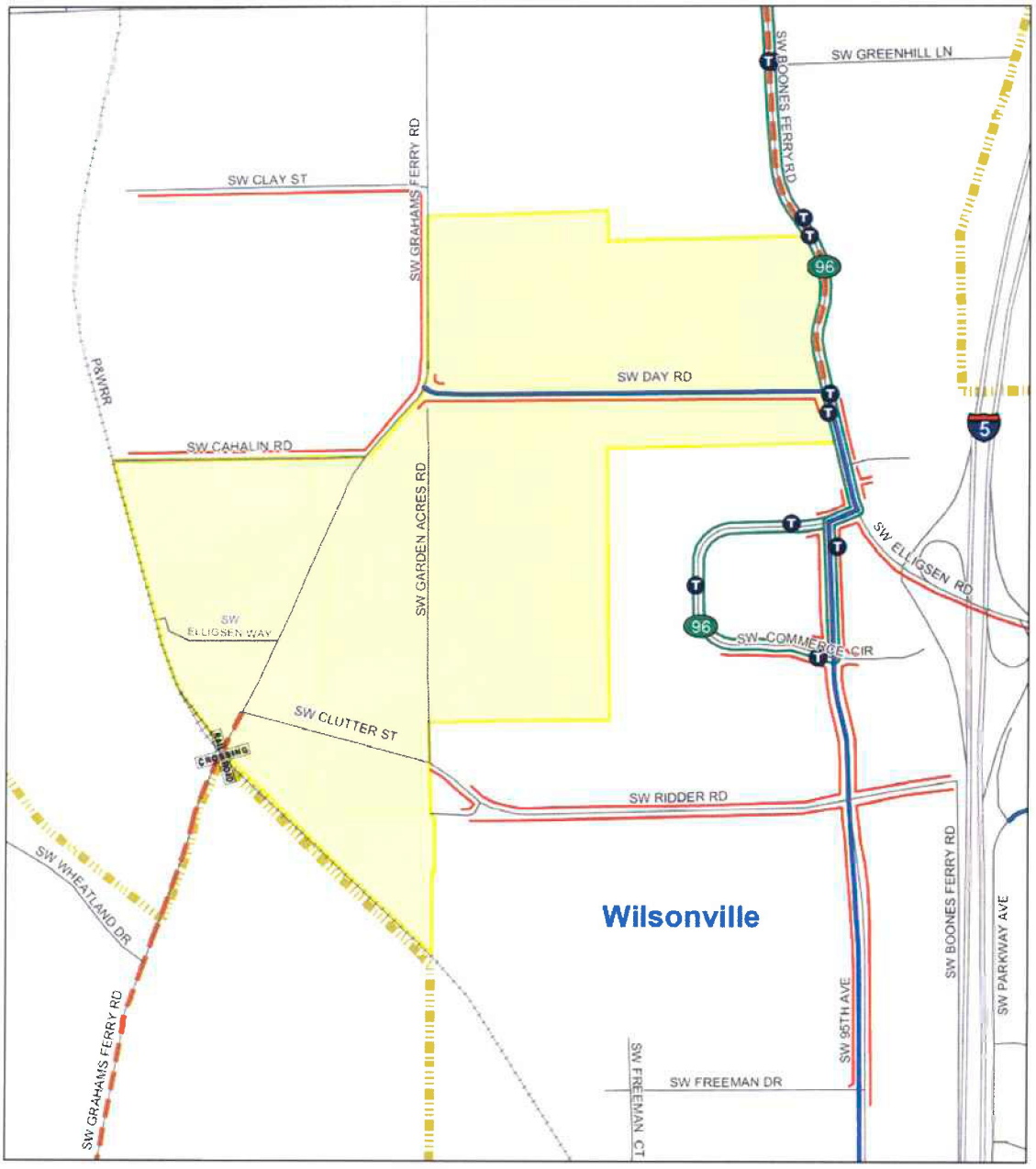

City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Pedestrian, Bike, and Transit Facilities

otak

- Existing Bus Route
- Existing Bus Stop
- Existing Sidewalk
- Existing Bike Lane
- High Traffic Through-Street
- Coffee Creek Boundary
- UGB

N

500 0 500 1,000

Feet

1 inch equals 1,000 feet

All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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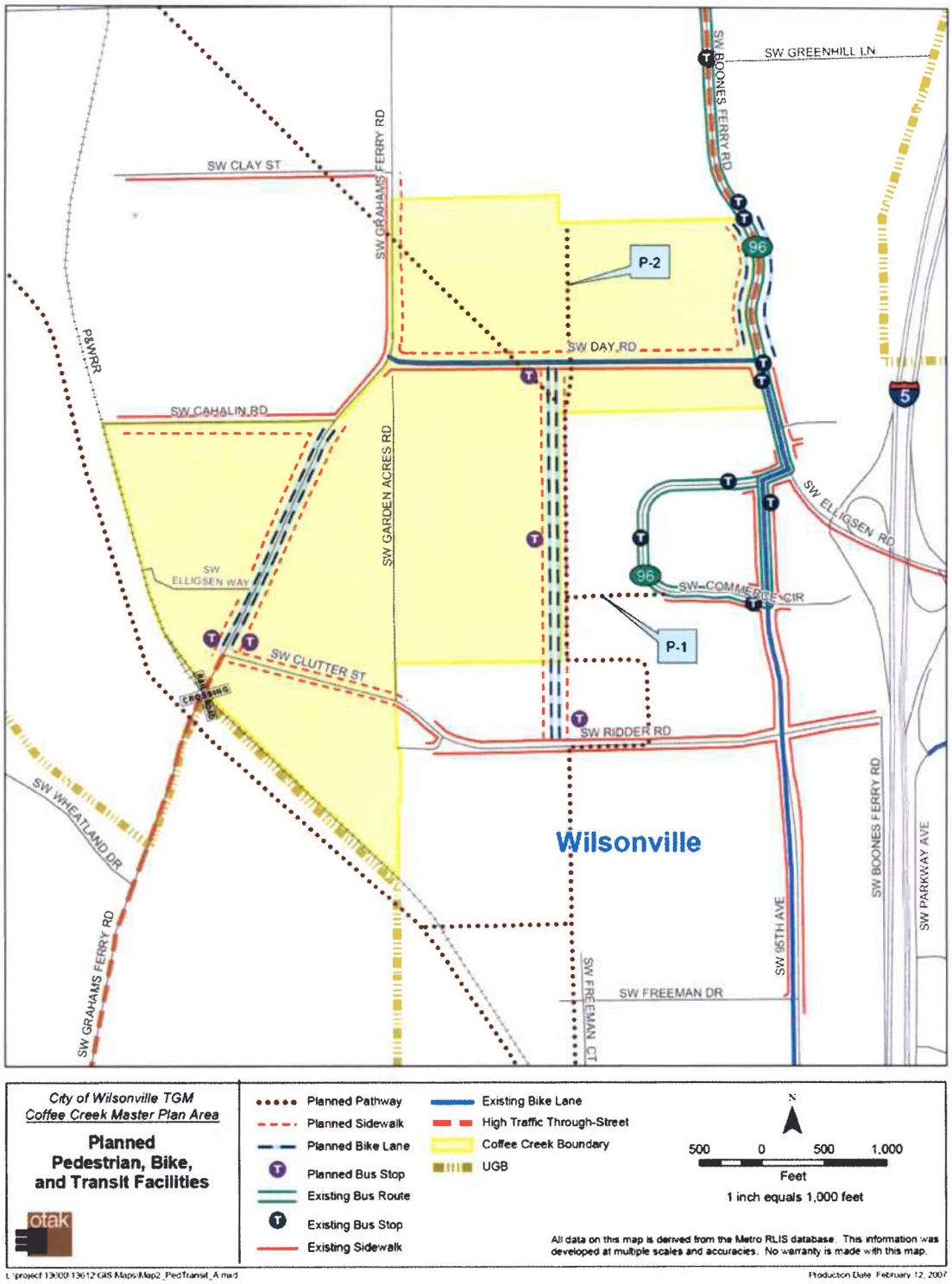
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SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
P-2
SW DAY RD
P&WRR
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW ELLIGSEN WAY
SW COMMERCE CIR
P-1
SW CLUTTER ST
SW RIDDER RD
SW WHEATLAND DR
Wilsonville
SW GRAHAMS FERRY RD
SW 95TH AVE
SW FREEMAN CT
SW FREEMAN DR
SW BOONES FERRY RD
SW PARKWAY AVE
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned Pedestrian, Bike, and Transit Facilities
otak
Planned Pathway
Planned Sidewalk
Planned Bike Lane
Planned Bus Stop
Existing Bus Route
Existing Bus Stop
Existing Sidewalk
Existing Bike Lane
High Traffic Through-Street
Coffee Creek Boundary
UGB
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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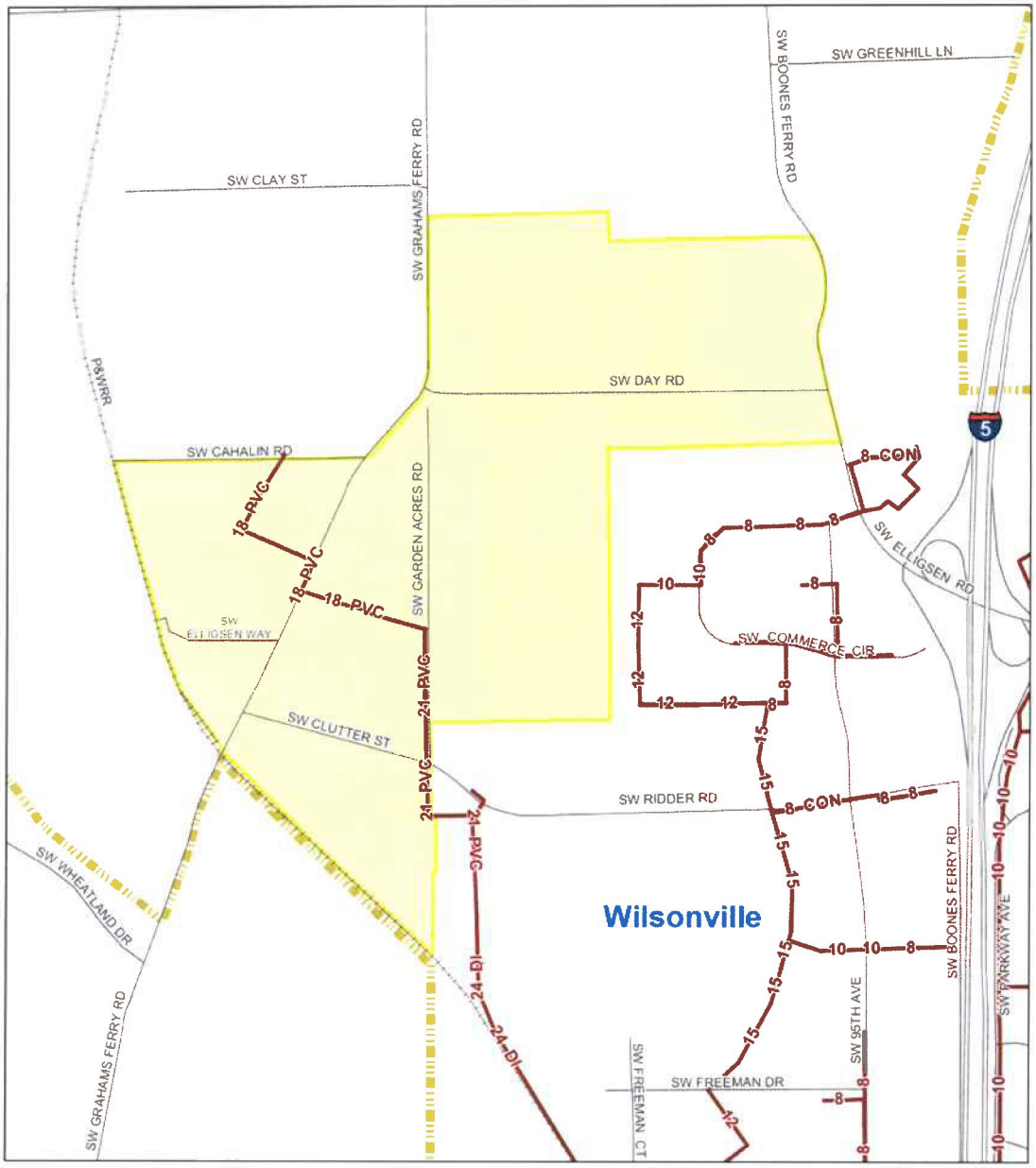

City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Sanitary Sewer Facilities

otak

Existing Sewer Line
Coffee Creek Boundary
UGB

Note: Sewer line dimensions (in inches) and compositions are shown. The composition of the sewer lines are as follows:

CON: Concrete
DI: Ductile Iron
PVC: Polyvinyl Chloride

N

500 0 500 1,000

Feet

1 inch equals 1,000 feet

All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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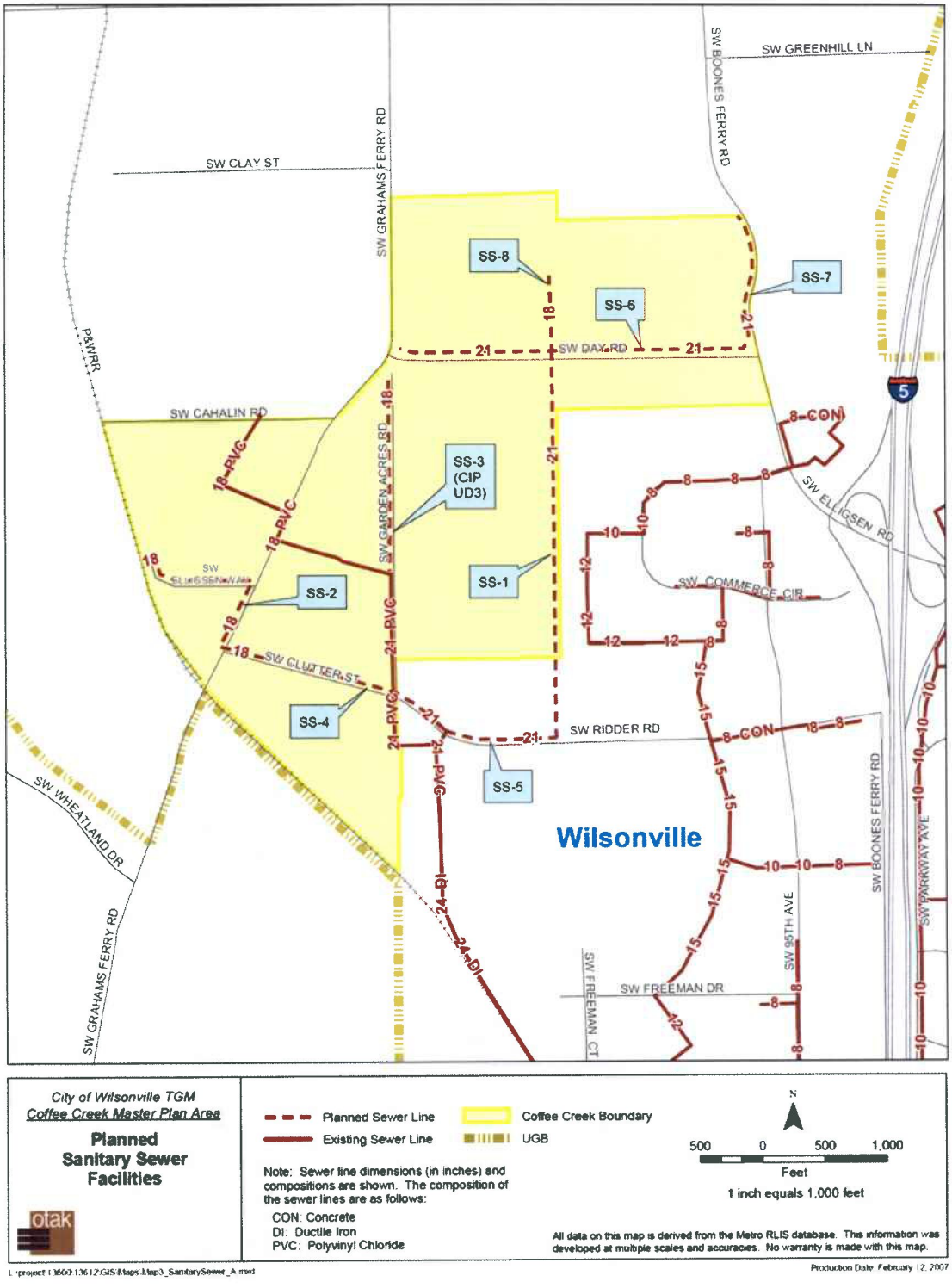
SW GREENHILL LN
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
SS-8
SS-7
SS-6
18
12
21
SW DAY RD
P&WRR
SW CAHALIN RD
18-PVC
SW GARDEN ACRES RD
SS-3 (CIP UD3)
SS-1
SS-2
SW CLUTTER ST
SS-4
24-PVC
SS-5
SW RIDDER RD
24-DI
8-CON
SW ELLIGSEN RD
SW COMMERCE CIR
Wilsonville
SW WHEATLAND DR
SW FREEMAN DR
SW FREEMAN CT
SW 95TH AVE
SW PARKWAY AVE
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned Sanitary Sewer Facilities
otak
Planned Sewer Line
Existing Sewer Line
Coffee Creek Boundary
UGB
Note: Sewer line dimensions (in inches) and compositions are shown. The composition of the sewer lines are as follows:
CON: Concrete
DI: Ductile Iron
PVC: Polyvinyl Chloride
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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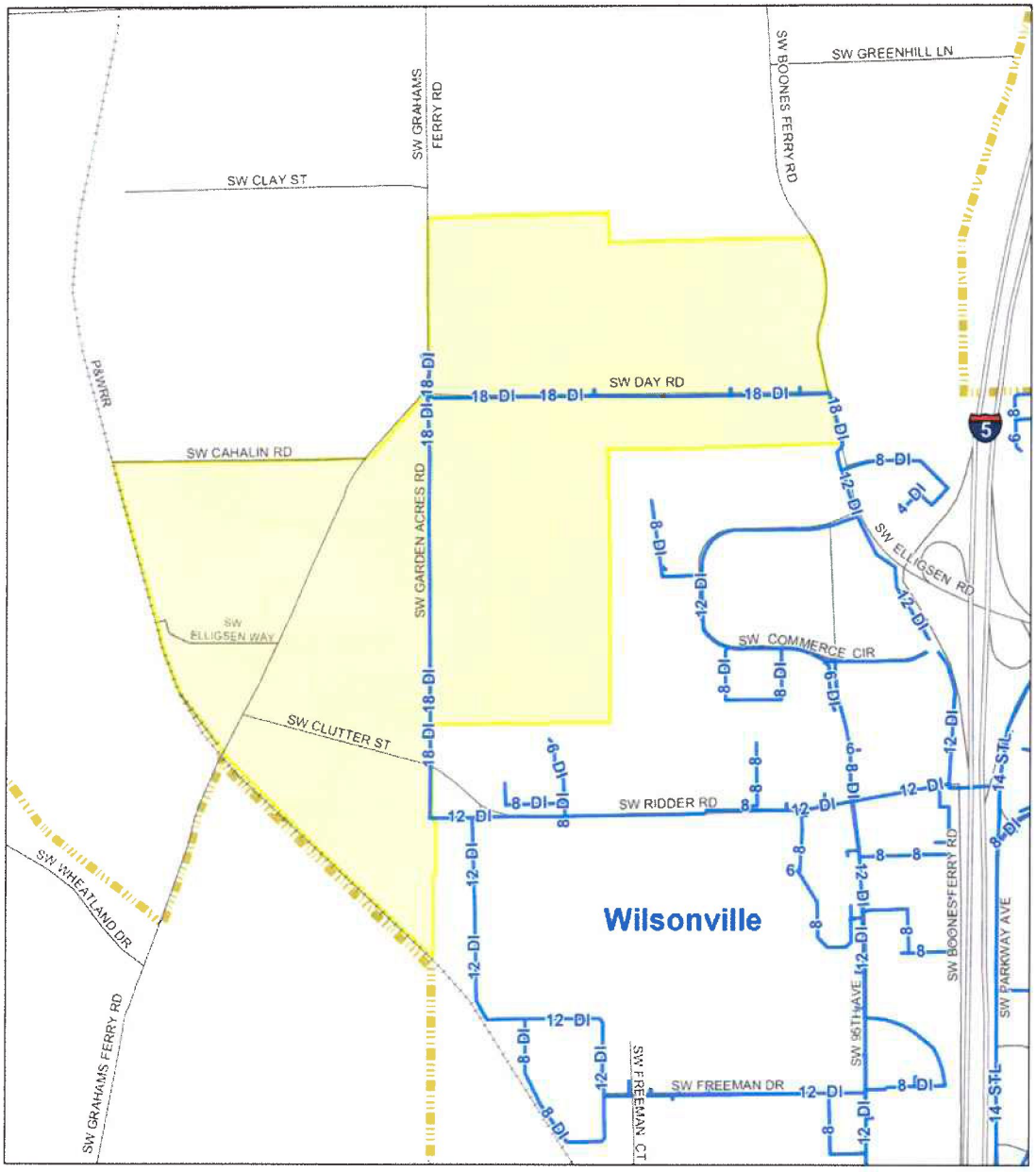

City of Wilsonville TGM
Coffee Creek Master Plan Area

Existing Water Facilities

otak

Existing Water Line
Coffee Creek Boundary
UGB

Note: Water line dimensions (in inches) and compositions are shown. The composition of the water lines are as follows:
DI: Ductile Iron
STL: Steel

N
500 0 500 1,000
Feet
1 inch equals 1,000 feet

All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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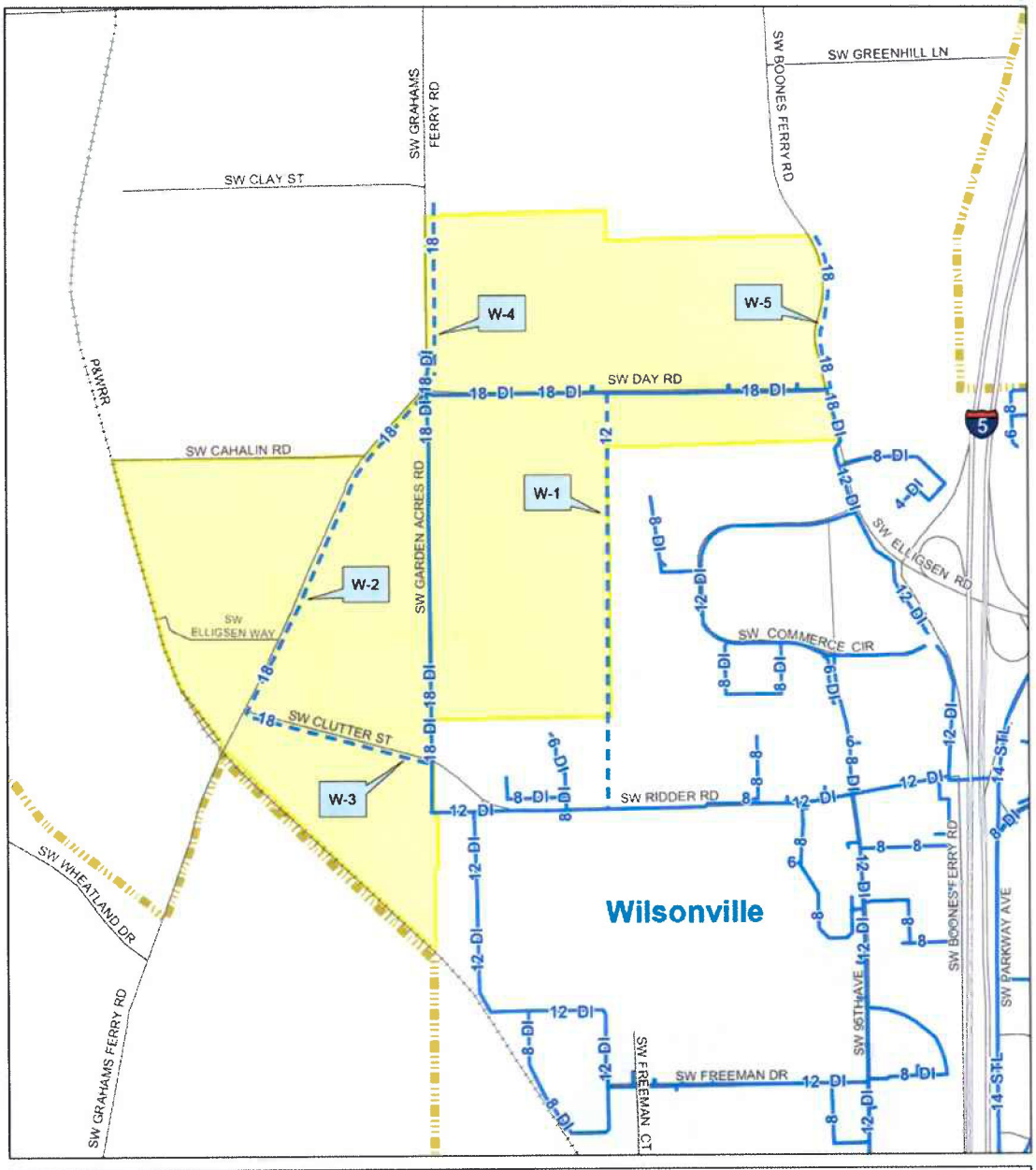

City of Wilsonville TGM
Coffee Creek Master Plan Area

Planned Water Facilities

otak

- Planned Water Line
- Existing Water Line
- Coffee Creek Boundary
- UGB

Note: Water line dimensions (in inches) and compositions are shown. The composition of the water lines are as follows:
DI: Ductile Iron
STL: Steel

N

500 0 500 1,000
Feet

1 inch equals 1,000 feet

All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.

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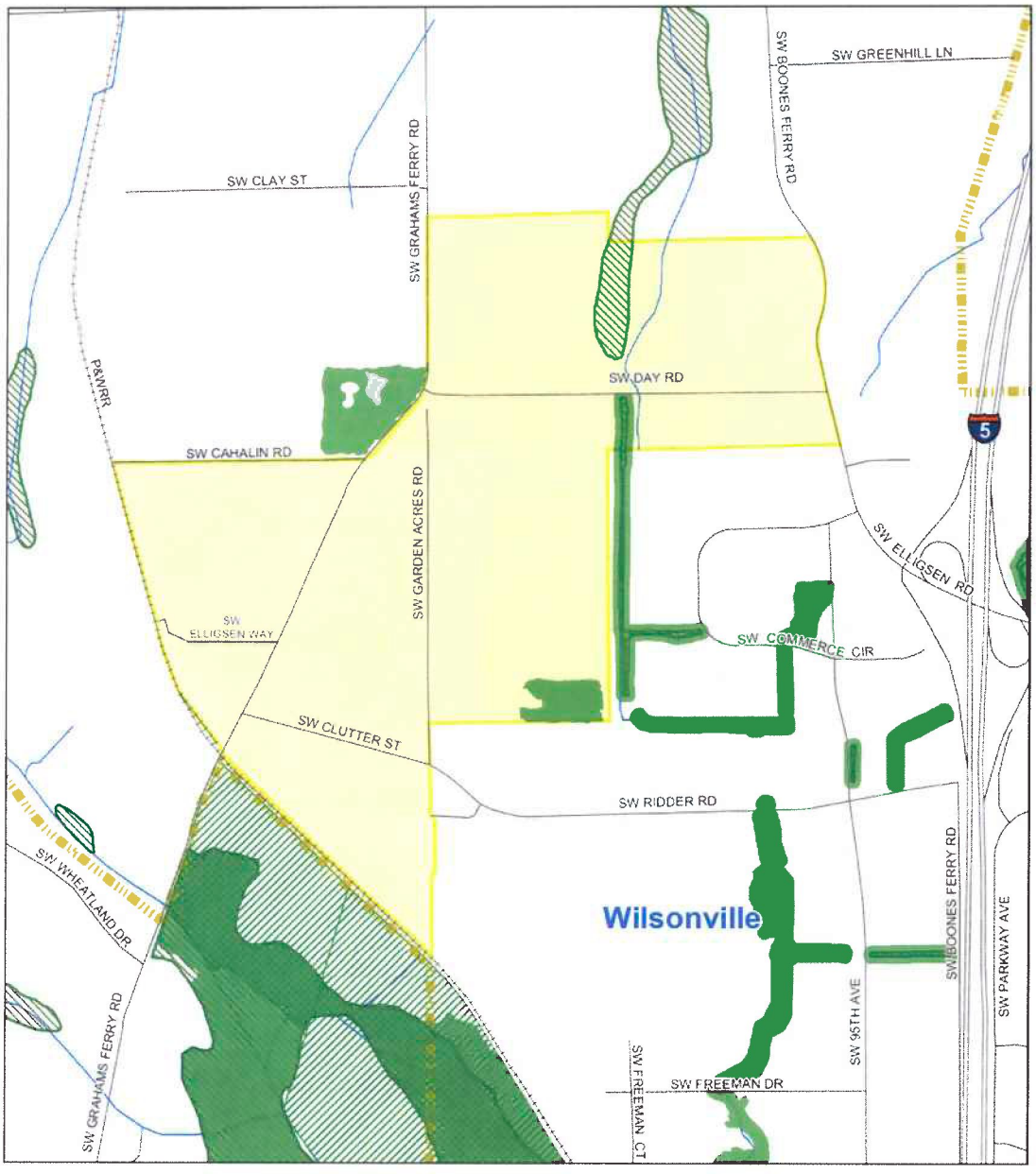
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SW CLAY ST
SW GRAHAMS FERRY RD
SW DAY RD
P&WRR
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW ELLIGSEN WAY
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
SW WHEATLAND DR
Wilsonville
SW BOONES FERRY RD
SW PARKWAY AVE
SW 95TH AVE
SW FREEMAN DR
SW FREEMAN CT
SW GRAHAMS FERRY RD
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Existing
Natural Areas
otak
SROZ
Title 3 Wetland
Park
Stream
Coffee Creek Boundary
Taxlot
UGB
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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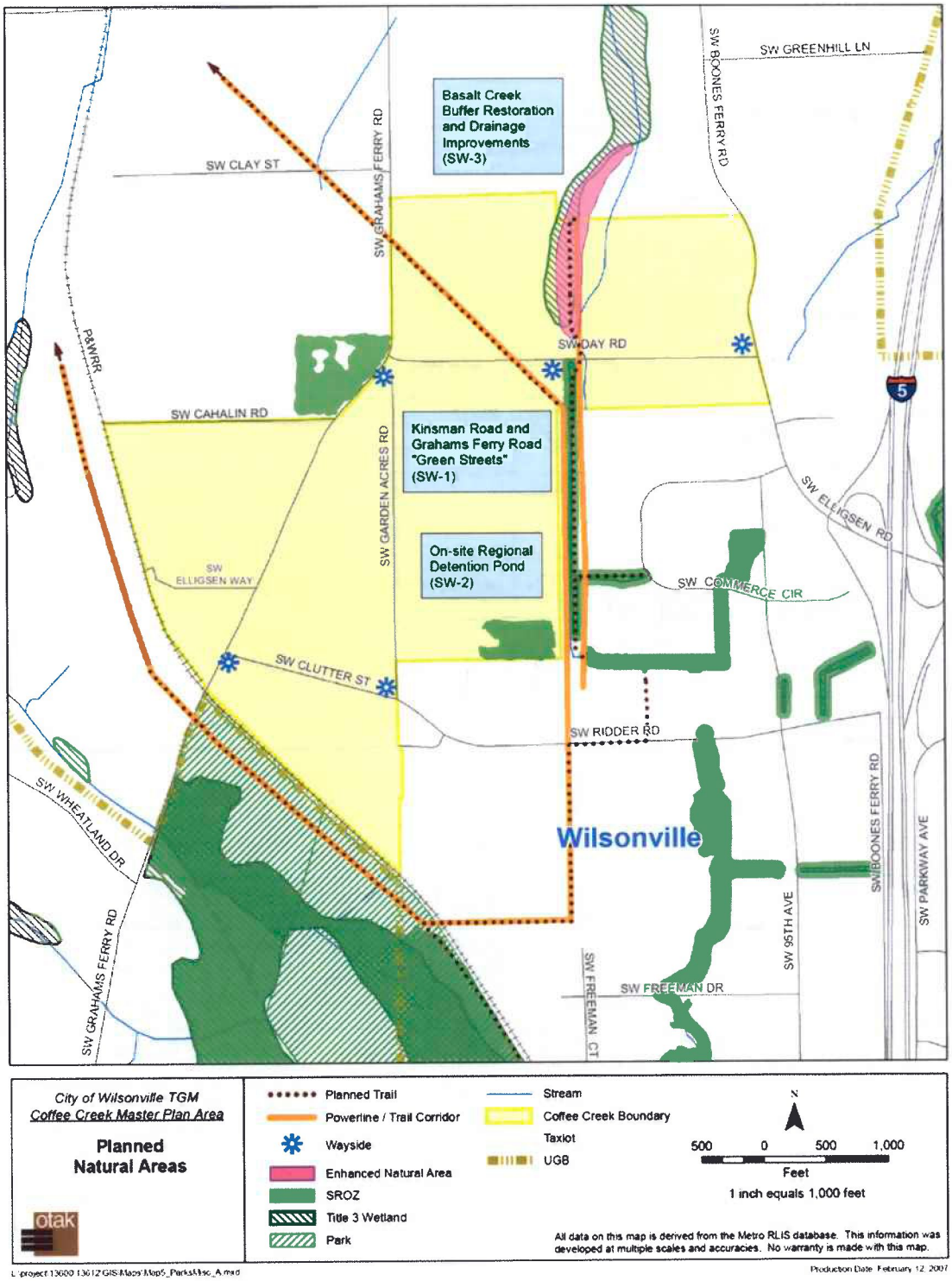
Basalt Creek Buffer Restoration and Drainage Improvements (SW-3)
Kinsman Road and Grahams Ferry Road "Green Streets" (SW-1)
On-site Regional Detention Pond (SW-2)
SW GREENHILL LN
SW BOONES FERRY RD
SW CLAY ST
SW GRAHAMS FERRY RD
SW DAY RD
P&WRR
SW CAHALIN RD
SW GARDEN ACRES RD
SW ELLIGSEN RD
SW ELLIGSEN WAY
SW COMMERCE CIR
SW CLUTTER ST
SW RIDDER RD
SW WHEATLAND DR
Wilsonville
SW 95TH AVE
SW PARKWAY AVE
SW FREEMAN DR
SW FREEMAN CT
5
City of Wilsonville TGM
Coffee Creek Master Plan Area
Planned Natural Areas
otak
Planned Trail
Powerline / Trail Corridor
Wayside
Enhanced Natural Area
SROZ
Title 3 Wetland
Park
Stream
Coffee Creek Boundary
Taxlot
UGB
N
500 0 500 1,000
Feet
1 inch equals 1,000 feet
All data on this map is derived from the Metro RLIS database. This information was developed at multiple scales and accuracies. No warranty is made with this map.
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Production Date: February 12, 2007

Appendix G-1
Coffee Creek Industrial Area
Summary of Fiscal and Economic Impact Assumptions

	Factor	Units	Source
Cost of Materials Allocation	45%	% of construction costs	RS Means
Cost of Construction Payroll	55%	% of construction costs	RS Means
Average Construction Wage Rate	$45,000	/worker	Oregon Emp. Dept.
Avg. Development Cost - Commercial	$160	/sf of building area	Allowance
Avg. Development Cost - Light Industrial (standard)	$110	/sf of building area	Allowance
Avg. Development Cost-Mixed Use Housing	$175,000	per dwelling unit	Allowance
Vacancy Rate	5%		Allowance
City share of Local Road Cost (public)	0%	of total cost	Allowance
Income and Income Taxes			
Average Wage Rate - Commercial	$29,400	/worker	Oregon Emp. Dept.
Average Wage Rate - Light Industrial	$36,750	/worker	Oregon Emp. Dept.
Employment Assumptions			
State Income Tax Rate	4.5%		Oregon State Dept. of Revenue
Population Density			
Dwelling Units			
People Per Dwelling Unit	2.34	people per dwelling	US Census 2000 for City of Wilsonville
Assessed Value to Market Value Conversion Ratio			
Commercial	0.90		Allowance
Industrial	0.80		Allowance
Residential	0.95		Allowance
Special Assessment	$0.00	Per Sq.Ft. of Land Area	
Property Tax Rates			
Education:			
ESD-NW Regional	$0.1837	/$1000 AV	Washington County Assessor
COLL - Portland	$0.3377	/$1000 AV	Washington County Assessor
SCH - Sherwood (SD-88)	$5.7460	/$1000 AV	Washington County Assessor
General Government			
City of Wilsonville	$2.5500	/$1000 AV	Washington County Assessor
Washington County	$2.6850	/$1000 AV	Washington County Assessor
FIRE and Rescue	$1.5490	/$1000 AV	Washington County Assessor
PORT Portland	$0.0713	/$1000 AV	Washington County Assessor
REG- METRO	$0.0982	/$1000 AV	Washington County Assessor
TV Fire and Rescue	$0.2985	/$1000 AV	Washington County Assessor
UR-Wilsonville DOT	$0.8297	/$1000 AV	Washington County Assessor
Metro Construction Excise Tax	$1.2000	/$1000 AV	Metro
Transit Payroll Tax	0.3%	of payroll	City of Wilsonville
State Shared Revenues (alch. Cig, 911, other)	$22.71	/per capita	City of Wilsonville
Highway Revenues (fuel tax, veh. reg., wmtax)	$46.33	/per capita	City of Wilsonville
Franchise Fees**	$2.08	/$1000 AV	Allowance
Avg. Annual Utilities Paid	$52	per peak pop/job	Allowance based on city data
County Library Shared Revenues	$26.53	/per capita	City of Wilsonville
Enterprise Fund Revenues			
Average Annual Water Rates	$313.44	/dwelling	City of Wilsonville
Average Annual Sewer Rates	$284.76	/dwelling	City of Wilsonville
Average Annual Storm Water Rates	$44.64	/dwelling	City of Wilsonville
Average Annual Road Maintenance	$48.36	/dwelling	City of Wilsonville
Other/Misc. Revenue	10%	of gross revenues	Allowance

Equivalent Dwelling Unit Conversion Factor			
Commercial	33%	times SF/2,500	Allowance
Industrial	50%	times SF/2,500	Allowance

Appendix G-1 (continued)
Coffee Creek Industrial Area
Summary of Fiscal and Economic Impact Assumptions

	Factor	Units	Source
Incremental Operating Costs (avg. annual)			
Policy & Admin.	$1.70	/$1000 AV	City of Wilsonville
Community Development	$1.65	/$1000 AV	City of Wilsonville
Public Works	$3.83	/$1000 AV	City of Wilsonville
Community Services	$0.77	/$1000 AV	City of Wilsonville
Transportation	$1.27	/$1000 AV	City of Wilsonville
Public Safety	$1.40	/$1000 AV	City of Wilsonville
Total Operating Cost Per Household	$2,913	Per household	City of Wilsonville
Operating Cost Adjustment Factor			
Commercial	0.50	times operating cost	Allowance
Industrial	0.25	times operating cost	Allowance
Residential	0.80	times operating cost	Allowance
General Assumptions			
Capitalization Rate for Annual Costs/Revenues	10.0%		Allowance
Economic Impact Multiplier	2.5	times direct income	Allowance
Buildout of site area	20	years	Allowance

** derived from comparable analysis of developed properties in Portland Metro Region.*
*** reflects estimate of charges for electricity, telephone, natural gas and cable TV.*
Source: compiled by Otak, Inc.

Table G-2
Coffee Creek Industrial Area
Estimated Assessed Value at Buildout

Location	Industrial	Comm. Service	Work force Housing	Total
Area of Buildings (SF)				
South of Day Road				
Alt.1 & Alt. 2	1,722,451	107,653	--	--
North of Day Road				
Alt.1 Industrial	549,762	34,360	--	--
Alt. 2. Industrial/Mixed Use	252,901	114,260	232	--
Development Cost Per Unit	$160	$110	$175,000	--
Market Value				
South of Day Road				
Alt.1 & Alt. 2	$275,592,202	$11,841,852	--	$287,434,054
North of Day Road				
Alt.1 Industrial	$87,961,928	$3,779,614	--	$91,741,542
Alt. 2. Industrial/Mixed Use	$40,464,104	$12,568,606	$40,600,000	$93,632,710
Assessed Value Ratio	90%	80%	95%	
Potential New Assessed Value				
South of Day Road				
Alt.1 & Alt. 2	$248,032,982	$9,473,482	--	$257,506,464
North of Day Road				
Alt.1 Industrial	$79,165,735	$3,023,691	--	$82,189,426
Alt. 2. Industrial/Mixed Use	$36,417,693	$10,054,885	$38,570,000	$85,042,578
Existing Assessed Value				
South of Day Road				$15,600,000
North of Day Road				$4,300,000
Net New Assessed Value				
South of Day Road				
Alt.1 & Alt. 2	$233,006,895	$8,899,569	--	**$241,906,464**
North of Day Road				
Alt.1 Industrial	$75,023,929	$2,865,497	--	**$77,889,426**
Alt. 2. Industrial/Mixed Use	$34,576,309	$9,546,481	$36,619,789	**$80,742,578**

Source: Analysis by Otak, Inc. based on Washington County and Clackamas County Assessor records.

Table G-3
Coffee Creek Industrial Area, South of Day Road, Alts 1 and 2
Preliminary Estimated Local Annual Operating Expenses at Buildout

Expenditure	Factor	Units	Buildout Assumptions	Expense	Notes
Policy & Admin.	$1.70	/$1000 AV	$241,906,464	$410,635	annual expense
Community Development	$1.65	/$1000 AV	$241,906,464	$398,171	annual expense
Public Works	$3.83	/$1000 AV	$241,906,464	$926,170	annual expense
Community Services	$0.77	/$1000 AV	$241,906,464	$186,563	annual expense
Transportation	$1.27	/$1000 AV	$241,906,464	$307,360	annual expense
Public Safety	$1.40	/$1000 AV	$241,906,464	$338,083	annual expense
Subtotal				$2,566,983	
Total Unweighted Expense				**$2,566,983**	annual expense
Total Weighted Expense*	0.3	times operating expense		**$679,495**	annual expense

** this adjustment accounts for lower operating cost in commercial and industrial areas:*

Adjustment Weights				weights	applied factor
Commercial	0.50	107,653	sf	6%	0.0
Industrial	0.25	1,722,451	sf	94%	0.2
Residential	0.80	0	sf	0%	0.0
Total		1,830,104		100%	**0.3**

Table G-4
Coffee Creek Industrial Area, North of Day Road, Alt. 1
Preliminary Estimated Local Annual Operating Expenses at Buildout

Expenditure	Factor	Units	Buildout Assumptions	Expense	Notes
Policy & Admin.	$1.70	/$1000 AV	$77,889,426	$132,217	annual expense
Community Development	$1.65	/$1000 AV	$77,889,426	$128,204	annual expense
Public Works	$3.83	/$1000 AV	$77,889,426	$298,210	annual expense
Community Services	$0.77	/$1000 AV	$77,889,426	$60,070	annual expense
Transportation	$1.27	/$1000 AV	$77,889,426	$98,964	annual expense
Public Safety	$1.40	/$1000 AV	$77,889,426	$108,857	annual expense
Subtotal				$826,521	
Total Unweighted Expense				**$826,521**	annual expense
Total Weighted Expense*	0.3	times operating expense		**$218,785**	annual expense

** this adjustment accounts for lower operating cost in commercial and industrial areas:*

Adjustment Weights				weights	applied factor
Commercial	0.50	34,360	sf	6%	0.0
Industrial	0.25	549,762	sf	94%	0.2
Residential	0.80	0	sf	0%	0.0
Total		584,122		100%	**0.3**

Table G-5
Coffee Creek Industrial Area, North of Day Road, Alt. 2
Preliminary Estimated Local Annual Operating Expenses at Buildout

Expenditure	Factor	Units	Buildout Assumptions	Expense	Notes
Industrial/Commercial					
Policy & Admin.	$1.70	/$1000 AV	$44,122,790	$74,898	annual expense
Community Development	$1.65	/$1000 AV	$44,122,790	$72,625	annual expense
Public Works	$3.83	/$1000 AV	$44,122,790	$168,930	annual expense
Community Services	$0.77	/$1000 AV	$44,122,790	$34,028	annual expense
Transportation	$1.27	/$1000 AV	$44,122,790	$56,061	annual expense
Public Safety	$1.40	/$1000 AV	$44,122,790	$61,665	annual expense
Subtotal				$468,208	
Total Unweighted Expense				**$468,208**	annual expense
Total Weighted Expense*	0.3	times operating expense		**$142,377**	annual expense
** this adjustment accounts for lower operating cost in commercial and industrial areas:*					
Adjustment Weights				**weights**	**applied factor**
Commercial	0.50	114,260	sf	22%	0.1
Industrial	0.25	252,901	sf	78%	0.2
Total		367,161		100%	**0.3**
Housing					
Policy & Admin.	$466.04	/per household	262	$121,909	annual expense
Community Development	$451.90	/per household	262	$118,209	annual expense
Public Works	$1,051.14	/per household	262	$274,961	annual expense
Community Services	$211.74	/per household	262	$55,387	annual expense
Transportation	$348.83	/per household	262	$91,249	annual expense
Public Safety	$383.70	/per household	262	$100,370	annual expense
Subtotal				$762,085	
Total Unweighted Expense				**$762,085**	annual expense
Total Weighted Expense*	0.8	times operating expense		**$609,668**	annual expense

Table G-6
Coffee Creek Industrial Area, South of Day Road
Preliminary Estimated Local Annual Tax Revenues at Buildout

Property Tax Rates	Factor	Units	Buildout Assumptions	Revenue	Notes
ESD-NW Regional	0.1837	/$1000 AV	$241,906,464	$44,438	annual revenue
COLL - Portland	0.3377	/$1000 AV	$241,906,464	$81,692	annual revenue
SCH - Sherwood (SD-88)	5.746	/$1000 AV	$241,906,464	$1,389,995	annual revenue
General Government					
City of Wilsonville	2.55	/$1000 AV	$241,906,464	$616,861	annual revenue
UR-Wilsonville DOT	0.8297	/$1000 AV	$241,906,464	$200,710	annual revenue
Washington County	2.685	/$1000 AV	$241,906,464	$649,519	annual revenue
FIRE and Rescue	1.549	/$1000 AV	$241,906,464	$374,713	annual revenue
PORT Portland	0.07129	/$1000 AV	$241,906,464	$17,246	annual revenue
REG- METRO	0.09815	/$1000 AV	$241,906,464	$23,743	annual revenue
TV Fire and Rescue	0.2985	/$1000 AV	$241,906,464	$72,209	annual revenue
Metro Construction Excise Tax	1.2	/$1000 AV	$241,906,464	$290,288	total revenue
Transit Payroll Tax	0.003	of payroll	$53,537,841	$160,614	annual revenue
Subtotal local prop. Tax, fire, police, URD, transit				**$1,425,107**	annual revenue
County Shared Rev. Library	$26.53	/per capita	0	**$0.00**	annual revenue
Franchise Fees	$52.00	/per job	1,474	**$76,656**	annual revenue
State Shared Revenues to City					
General Shared Revenues*	$22.71	/per capita	0	pop	no new pop
Highway Revenues (fuel tax, veh.reg., wmtax)	$46.33	/per capita	0	pop	no new pop
Subtotal State Shared Revenues				**$0**	
Enterprise Fund Revenues to City					
Average Annual Water Rates	$313.44	/E.D.U.	359	$112,476	annual revenue
Average Annual Sewer Rates	$284.76	/E.D.U.	359	$102,184	annual revenue
Average Annual Storm Water Rates	$44.64	/E.D.U.	359	$16,019	annual revenue
Average Annual Road Maintenance	$48.36	/E.D.U.	359	$17,354	annual revenue
Subtotal				**$248,033**	
Subtotal Potential Revenues to City				$1,749,796	
Other/Misc. Revenues & Fees	10%	potential rev.		$174,980	
Total Potential Local Revenues				**$1,924,776**	annual revenue

** includes alcoholic beverage tax, cigarette tax, emergency 911 tax and misc. shared revenues.*

Table G-7
Coffee Creek Industrial Area, North of Day Road Alt. 1
Preliminary Estimated Local Annual Tax Revenues at Buildout

Property Tax Rates	Factor	Units	Buildout Assumptions	Revenue	Notes
ESD-NW Regional	0.1837	/$1000 AV	$77,889,426	$14,308	annual revenue
COLL - Portland	0.3377	/$1000 AV	$77,889,426	$26,303	annual revenue
SCH - Sherwood (SD-88)	5.746	/$1000 AV	$77,889,426	$447,553	annual revenue
General Government					
City of Wilsonville	2.55	/$1000 AV	$77,889,426	$198,618	annual revenue
UR-Wilsonville DOT	0.8297	/$1000 AV	$77,889,426	$64,625	annual revenue
Washington County	2.685	/$1000 AV	$77,889,426	$209,133	annual revenue
FIRE and Rescue	1.549	/$1000 AV	$77,889,426	$120,651	annual revenue
PORT Portland	0.07129	/$1000 AV	$77,889,426	$5,553	annual revenue
REG- METRO	0.09815	/$1000 AV	$77,889,426	$7,645	annual revenue
TV Fire and Rescue	0.2985	/$1000 AV	$77,889,426	$23,250	annual revenue
Metro Construction Excise Tax	1.2	/$1000 AV	$77,889,426	$93,467	total revenue
Transit Payroll Tax	0.003	of payroll	$15,113,952	$45,342	annual revenue
Subtotal local prop. Tax, fire, police, URD, transit				**$452,485**	annual revenue
County Shared Rev. Library	$26.53	/per capita	0	**$0.00**	annual revenue
Franchise Fees	$52.00	/per job	416	**$21,640**	annual revenue
State Shared Revenues to City					
General Shared Revenues*	$22.71	/per capita	0	pop	no new pop
Highway Revenues (fuel tax, veh.reg., wmtax)	$46.33	/per capita	0	pop	no new pop
Subtotal State Shared Revenues				**$0**	
Enterprise Fund Revenues to City					
Average Annual Water Rates	$313.44	/E.D.U.	115	$35,899	annual revenue
Average Annual Sewer Rates	$284.76	/E.D.U.	115	$32,615	annual revenue
Average Annual Storm Water Rates	$44.64	/E.D.U.	115	$5,113	annual revenue
Average Annual Road Maintenance	$48.36	/E.D.U.	115	$5,539	annual revenue
Subtotal				**$79,166**	
Subtotal Potential Revenues to City				$553,292	
Other/Misc. Revenues & Fees	10%	potential rev.		$55,329	
Total Potential Local Revenues				**$608,621**	annual revenue

** includes alcoholic beverage tax, cigarette tax, emergency 911 tax and misc. shared revenues.*

Table G-8
Coffee Creek Industrial Area, North of Day Road Alt. 2
Preliminary Estimated Local Annual Tax Revenues at Buildout

Property Tax Rates	Factor	Units	Buildout Assumptions	Revenue	Notes
ESD-NW Regional	0.1837	/$1000 AV	$80,742,578	$14,832	annual revenue
COLL - Portland	0.3377	/$1000 AV	$80,742,578	$27,267	annual revenue
SCH - Sherwood (SD-88)	5.746	/$1000 AV	$80,742,578	$463,947	annual revenue
General Government					
City of Wilsonville	2.55	/$1000 AV	$80,742,578	$205,894	annual revenue
UR-Wilsonville DOT	0.8297	/$1000 AV	$80,742,578	$66,992	annual revenue
Washington County	2.685	/$1000 AV	$80,742,578	$216,794	annual revenue
FIRE and Rescue	1.549	/$1000 AV	$80,742,578	$125,070	annual revenue
PORT Portland	0.07129	/$1000 AV	$80,742,578	$5,756	annual revenue
REG- METRO	0.09815	/$1000 AV	$80,742,578	$7,925	annual revenue
TV Fire and Rescue	0.2985	/$1000 AV	$80,742,578	$24,102	annual revenue
Metro Construction Excise Tax	1.2	/$1000 AV	$80,742,578	$96,891	total revenue
Transit Payroll Tax	0.003	of payroll	$9,014,922	$27,045	annual revenue
Subtotal local prop. Tax, fire, police, URD, transit				**$449,102**	annual revenue
County Shared Rev. Library	$26.53	/per capita	232	**$6,155**	annual revenue
Franchise Fees	$52.00	/per job	494	**$25,666**	annual revenue
State Shared Revenues to City					
General Shared Revenues*	$22.71	/per capita	232	$5,269	no new pop
Highway Revenues (fuel tax, veh.reg., wmtax)	$46.33	/per capita	232	$10,749	no new pop
Subtotal State Shared Revenues				**$16,017**	
Enterprise Fund Revenues to City					
Average Annual Water Rates	$313.44	/E.D.U.	298	$93,347	annual revenue
Average Annual Sewer Rates	$284.76	/E.D.U.	298	$84,806	annual revenue
Average Annual Storm Water Rates	$44.64	/E.D.U.	298	$13,294	annual revenue
Average Annual Road Maintenance	$48.36	/E.D.U.	298	$14,402	annual revenue
Subtotal				**$205,850**	
Subtotal Potential Revenues to City				$702,791	
Other/Misc. Revenues & Fees	10%	potential rev.		$70,279	
Total Potential Local Revenues				**$773,070**	annual revenue

** includes alcoholic beverage tax, cigarette tax, emergency 911 tax and misc. shared revenues.*

Table G-9
Coffee Creek Industrial Area

Permanent Economic Impacts at Buildout (2007 dollars)

Location	Industrial	Comm. Service	Total
Employment (Full Time Equivalent)			
South of Day Road			
Alt.1 & Alt. 2	1,387	87	**1,474**
North of Day Road			
Alt.1 Industrial	392	24	**416**
Alt. 2. Industrial/Mixed Use	180	81	**262**
Average Wage Rate	$36,750	$29,400	
Direct Annual Payroll			
South of Day Road			
Alt.1 & Alt. 2	$50,988,420	$2,549,421	$53,537,841
North of Day Road			
Alt.1 Industrial	$14,394,240	$719,712	$15,113,952
Alt. 2. Industrial/Mixed Use	$6,621,615	$2,393,307	$9,014,922
Indirect Impact Multiplier			2.5
Total Direct & Indirect Payroll			
South of Day Road			
Alt.1 & Alt. 2			$133,844,603
North of Day Road			
Alt.1 Industrial			$37,784,880
Alt. 2. Industrial/Mixed use			$22,537,305

** job density assumptions consistent with Metro Title 1, Summary of 2040 Growth Concept, effective 2/15/06: 9 jobs/acre, and 10 dwellings/acre. Compiled by Otak, Inc.*

Table G-10

Coffee Creek Industrial Area, South of Day Road, Alt. 1
Preliminary Estimates of Private Development Value and Construction Impacts at Buildout

	Private Buildings	Private Facilities*	Public Facilities**	Total
Cost Share - Preliminary Est.	$287,434,054	$28,743,405	$19,075,000	$297,102,460
Direct Materials Expenditures	$129,345,324	$12,934,532	$8,583,750	$150,863,607
Direct Construction Payroll & Overhead	$158,088,730	$15,808,873	$10,491,250	$184,388,853
Est. Construction Jobs (person years)	3,513	351	233	4,098
Annual Avg. Const. Jobs				205

** Estimated at 10% of building cost*
*** Derived from Appendix B, includes on-site improvements only; excludes no-build improvements.*
Source: compiled by Otak, Inc.

Table G-11

Coffee Creek Industrial Area, South of Day Road, Alt. 2
Preliminary Estimates of Private Development Value and Construction Impacts at Buildout

	Private Buildings	Private Facilities*	Public Facilities**	Total
Cost Share - Preliminary Est.	$287,434,054	$28,743,405	$20,795,000	$336,972,460
Direct Materials Expenditures	$129,345,324	$12,934,532	$9,357,750	$151,637,607
Direct Construction Payroll & Overhead	$158,088,730	$15,808,873	$11,437,250	$185,334,853
Est. Construction Jobs (person years)	3,513	351	254	4,119
Annual Avg. Const. Jobs				206

** Estimated at 10% of building cost*
*** Derived from Appendix B.*
Source: compiled by Otak, Inc.

Table G-12
Coffee Creek Industrial Area, North of Day Road, Alt. 1
Preliminary Estimates of Private Development Value and Construction Impacts at Buildout

	Private Buildings	Private Facilities*	Public Facilities**	Total
Cost Share - Preliminary Est.	$91,741,542	$9,174,154	$3,590,000	$104,505,696
Direct Materials Expenditures	$41,283,694	$4,128,369	$1,615,500	$47,027,563
Direct Construction Payroll & Overhead	$50,457,848	$5,045,785	$1,974,500	$57,478,133
Est. Construction Jobs (person years)	1,121	112	44	1,277
Annual Avg. Const. Jobs				64

** Estimated at 10% of building cost*
*** Derived from Appendix B.*
Source: compiled by Otak, Inc.

Table G-13
Coffee Creek Industrial Area, North of Day Road, Alt. 1
Preliminary Estimates of Private Development Value and Construction Impacts at Buildout

	Private Buildings	Private Facilities*	Public Facilities**	Total
Cost Share - Preliminary Est.	$93,632,710	$9,363,271	$3,590,000	$106,585,981
Direct Materials Expenditures	$42,134,720	$4,213,472	$1,615,500	$47,963,691
Direct Construction Payroll & Overhead	$51,497,991	$5,149,799	$1,974,500	$58,622,290
Est. Construction Jobs (person years)	1,144	114	44	1,303
Annual Avg. Const. Jobs				65

** Estimated at 10% of building cost*
*** Derived from Appendix B.*
Source: compiled by Otak, Inc.

Table H-1
System Development Charge Assumptions

Coffee Creek Industrial Area	Water SDC's	Sewer SDCs	Street SDCs	Supply street SDC's	Stormwater SDCs	Parks SDCs	Total
Single Family Residential							
SDC unit	EDU	EDU	EDU	PM peak hr trip thru WV IC area	ERU	EDU	Total

SDC per unit	$4,345	$4,068	$3,082	$0	$482	$2,451	$14,428
Per acre @ 10DU/acre	$43,500	$40,700	$30,800	$0	$4,800	$24,500	$144,300
Multifamily Residential							
SDC unit	**EDU**	**EDU**	**EDU**	**PM peak hr trip thru WV IC area**	**ERU**	**EDU**	**Total**
SDC est. per unit	$2,911	$3,051	$2,150	$0	$323	$1,864	$10,299
Per acre @ 15DU/acre	$29,100	$30,500	$21,500	$0	$3,200	$18,600	$102,900
Industrial							
SDC unit	**acre**	**acre**	**Employee**	**PM peak hr trip thru WV IC area**	**ERU**	**Employee**	**Total**
					Assume half is impervious		
Use per acre	3030 to 8500	713 to 2000	14		10	14	
Use	8500	2000	14		10	14	
Use per unit	850	200					
	10	10					
SDC per unit	$4,345	$4,068	$1,508		$482	$65	
SDC per acre	$43,500	$40,700	$21,100	$0	$4,800	$900	$111,000
Commercial							
SDC unit	**acre**	**acre**	**Employee**	**PM peak hr trip thru WV IC area**	**ERU**	**Employee**	**Total**
					Assume half is impervious		
Use per acre	3320 to 6380	782 to 1500	5		10	5	
Use	3320	782	5		10	5	
	850	200					
	3.9	3.9					
SDC per unit	$4,345	$4,068	$3,898		$482	$65	
SDC per acre	$16,900	$15,900	$19,500	0	$4,800	$300	$57,400

Source: City of Wilsonville, December 2006.

Table H-2
Summary of Potential SDC Revenues*
Coffee Creek Concept Plan Area, North of Day Road

	Water SDCs	Sewer SDCs	Street SDCs	Suppl street SDCs	Storm water SDCs	Parks SDCs	Total
Alternative 1							
Industrial	$1,286,016	$1,203,328	$918,272	$0	$208,896	$39,168	$3,655,680
Commercial	$65,552	$61,336	$55,216	$0	$13,056	$1,632	$196,792
Housing	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,351,568**	**$1,264,664**	**$973,488**	**$0**	**$221,952**	**$40,800**	**$3,852,472**
Alternative 2							
Industrial	$591,591	$553,553	$422,422	$0	$96,096	$18,018	$1,681,680
Commercial	$217,985	$203,965	$183,614	$0	$43,416	$5,427	$654,406
Housing	$518,520	$523,160	$494,160	$0	$92,800	$226,200	$1,854,840
Subtotal	**$1,328,096**	**$1,280,678**	**$1,100,196**	**$0**	**$232,312**	**$249,645**	**$4,190,926**

** Based on existing SDC rates for mid-range scenario, summarized in Appendix Table. Analysis by Otak, Inc.*

Table H-3
Coffee Creek Industrial Area, South of Day Road Alt. 1
Summary of SDC Revenues Compared to Capital Costs

	Streets	Water	Sewer	Storm Water	Parks	Ped/Bike	Total
On-Site Revenues/Costs							
SDC Revenues*	$3,448,367	$4,787,632	$4,479,793	$786,216	$144,525	$0	**$13,646,532**
On Site Capital Project Costs	($7,200,000)	($2,250,000)	($7,200,000)	($1,525,000)	($600,000)	($300,000)	**($19,075,000)**
Subtotal	**($3,751,634)**	**$2,537,632**	**($2,720,207)**	**($738,784)**	**($455,475)**	**($300,000)**	**($5,428,468)**
Off-Site & No-Build Projects							
Roads/Infrastructure**	($16,647,578)	$0	**$0**	$0	$0	$0	**($16,647,578)**
Safety (RR-xing)	($4,000,000)	$0	**$0**	$0	$0	$0	**($4,000,000)**
Subtotal	**($20,647,578)**	**$0**	**$0**	**$0**	**$0**	**$0**	**($20,647,578)**
Grand total	**($24,399,211)**	**$2,537,632**	**($2,720,207)**	**($738,784)**	**($455,475)**	**($300,000)**	**($26,076,045)**

** SDC revenue estimates provided in Appendix.*

*** Additional analysis required to determine when new off-site water reservoir and sewer trunk line improvements are needed.*

Table H-4
Coffee Creek Industrial Area, South of Day Road Alt. 2
Summary of SDC Revenues Compared to Capital Costs

	Streets	Water	Sewer	Storm Water	Parks	Ped/Bike	Total
On-Site Revenues/Costs							
SDC Revenues*	$3,448,367	$4,787,632	$4,479,793	$786,216	$144,525	$0	**$13,646,532**
On Site Capital Project costs	($8,920,000)	($2,250,000)	($7,200,000)	($1,525,000)	($600,000)	($300,000)	**($20,795,000)**
Subtotal	**($5,471,634)**	**$2,537,632**	**($2,720,207)**	**($738,784)**	**($455,475)**	**($300,000)**	**($7,148,468)**
Off-Site & No-Build Projects							
Roads/Infrastructure**	($16,647,578)	$0	**$0**	$0	$0	$0	**($16,647,578)**
Safety (RR-xing)	($4,000,000)	$0	**$0**	$0	$0	$0	**($4,000,000)**
Subtotal	**($20,647,578)**	**$0**	**$0**	**$0**	**$0**	**$0**	**($20,647,578)**
Grand total	**($26,119,211)**	**$2,537,632**	**($2,720,207)**	**($738,784)**	**($455,475)**	**($300,000)**	**($27,796,045)**

** SDC revenue estimates provided in Appendix.*

*** Additional analysis required to determine when new off-site water reservoir and sewer trunk line improvements are needed.*

Source. analysis by Otak, Inc.

Table H-5
Coffee Creek Industrial Area, North of Day Road Alt. 1
Summary of SDC Revenues Compared to Capital Costs

	Streets	Water	Sewer	Storm Water	Parks	Ped/Bike	Total
On-Site Revenues/Costs							
SDC Revenues*	$973,488	$1,351,568	$1,264,664	$221,952	$40,800	$0	**$3,852,472**
On Site Capital Project Costs	($1,950,000)	($450,000)	($750,000)	($150,000)	($200,000)	($90,000)	**($3,590,000)**
Subtotal	**($976,512)**	**$901,568**	**$514,664**	**$71,952**	**($159,200)**	**($90,000)**	**$262,472**
Off-Site & No-Build Projects							
Roads/Infrastructure**	$0	$0	**$0**	$0	$0	$0	**$0**
Safety (RR-xing)	$0	$0	**$0**	$0	$0	$0	**$0**
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Grand total	**($976,512)**	**$901,568**	**$514,664**	**$71,952**	**($159,200)**	**($90,000)**	**$262,472**

** SDC revenue estimates provided in Appendix.*

*** Improvements have already been identified with the area South of Day Road. Additional analysis required to determine when new off-site water reservoir and sewer trunk line improvements are needed.*

Source: analysis by Otak, Inc.

Table H-6
Coffee Creek Industrial Area, North of Day Road Alt. 2
Summary of SDC Revenues Compared to Capital Costs

	Streets	Water	Sewer	Storm Water	Parks	Ped/Bike	Total
On-Site Revenues/Costs							
SDC Revenues*	$1,100,196	$1,328,096	$1,280,678	$232,312	$249,645	$0	**$4,190,926**
On Site Capital Project costs	($1,950,000)	($450,000)	($750,000)	($150,000)	($200,000)	($90,000)	**($3,590,000)**
Subtotal	**($849,805)**	**$878,096**	**$530,678**	**$82,312**	**$49,645**	**($90,000)**	**$600,926**
Off-Site & No-Build Projects							
Roads/Infrastructure**	$0	$0	**$0**	$0	$0	$0	**$0**
Safety (RR-xing)	$0	$0	**$0**	$0	$0	$0	**$0**
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Grand total	**($849,805)**	**$878,096**	**$530,678**	**$82,312**	**$49,645**	**($90,000)**	**$600,926**

** SDC revenue estimates provided in Appendix.*

*** Improvements have already been identified with the area South of Day Road. Additional analysis required to determine when new off-site water reservoir and sewer trunk line improvements are needed.*

Source: analysis by Otak, Inc.

Draft Code Amendments

Memorandum

otak

17355 SW Boones Ferry Road
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Sandi Young, AICP City of Wilsonville

From: Todd Chase, AICP

Copies: Marah Danielson, ODOT/TGM

Date: March 30, 2007

Subject: Coffee Creek Industrial Area Draft Land Use Code Amendments, Task 7 (revised draft)

Project #: 13612

Introduction

This memorandum identifies draft comprehensive plan and zoning amendments, transportation system plan and capital program amendments that should be considered by the City of Wilsonville for the implementation of the Coffee Creek Industrial Area Master Plan.

We anticipate the city will be exploring at least four options for amending the Comprehensive Plan and Development Code for land use regulations that apply to Coffee Creek. The possible approaches may include:

- Refining the existing Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) land use code;
- Creating a special design overlay zone affecting tax lots abutting Day Road;
- Adopting new minimum thresholds for annexation requests within the Coffee Creek Industrial Area; and
- Allowing green street design standards as a variance to the city's existing urban roadway design standards.

We have not attempted to view all the advantages and disadvantages of each option, but instead have provided the technical recommendations in outline format to help guide future city amendments and policies to achieve project implementation.

This memorandum also identifies other local plans that will need to be updated to abide by Metro Title 14 and Oregon State Land Use Planning Goals.

Existing Comprehensive Plan Policies

The Wilsonville Comprehensive Plan is the overall guiding policy document for the City of Wilsonville. The Comprehensive Plan establishes general policies for land use, transportation, public facilities, housing, economic development, citizen involvement, and related items. Existing goals and policies which are specific to the Coffee Creek Industrial Area were

previously described in Otak's Technical Memorandum #1 dated August 18, 2006. The existing comprehensive plan policies support the City's planning and future annexations of Coffee Creek I (area south of Day Road) but will need to be updated to support planning and annexation of the area North of Day Road.

Wilsonville's current zoning code contains two types of industrial zones: Planned Development Industrial (PDI), and Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA). The draft Development Code amendments proposes to keep the PDI-RSIA zoning designation South of Day Road, with the addition of a new Design Overlay Zone for the properties fronting along Day Road.

A key feature of a zoning code is the type of uses allowed outright. A particular issue for Coffee Creek will be the extent to which the development code can reflect a high quality development standard for this important "northern gateway" to the City. The allowed uses within the two types of industrial zoning are generalized in Table 1 as follows.

- **Planned Development Industrial (PDI)** is the City's primary industrial zone. This zone is appropriate for most light manufacturing, warehousing, and distribution, and flex uses. Corporate headquarters and technology campuses are also allowed in PDI zones. Retail and service uses are allowed as long as their uses are limited in floor area as to not exceed 5,000 square feet per use in one building, and not more than 20,000 square feet in multiple buildings. Office uses must not exceed 30% of total floor area within a site. Prohibited uses include any use that violates performance standards regarding: screening of outdoor storage; vibration; emission of odorous gases; night time operations; heat and glare; dangerous substances; liquid and solid wastes; noise; electrical disturbances; discharge standards; open burning; open storage; and inadequate landscaping.

- **Planned Development Industrial – Regionally Significant Industrial Area (PDI-RSIA)** is the City's adopted zone for areas like Coffee Creek that have a Metro 2040 RSIA designation. This zone is similar to the PDI zone, but has more strict regulations regarding the maximum amount of retail, service and office allowed. Technology campuses are allowed in PDI-RSIA zones. Retail and service uses are allowed as long as their uses are limited in floor area as to not exceed 3,000 square feet per use in one building, and not more than 20,000 square feet in multiple buildings. Office uses must not exceed 20% of total floor area within a site. Housing is allowed as long as the floor area does not exceed 10% of the total floor area. Prohibited uses are subject to the same performance standards as in the PDI zone. There is also a lot size restriction for parcels over 50 acres in size (but none of these exist within the Coffee Creek Industrial area).

Table 1 Allowed uses in the Planned Industrial Development (PDI) and Planned Industrial Development – Regionally Significant Industrial Area (PDI-RSIA) Zones

	PDI	PDI - RSIA
Industrial		
Warehousing & distribution	P	P
Outdoor Storage (with proper screening)	P	P
Product assembly and packing	P	P
Light manufacturing and processing	P	P
Motor vehicle services (ancillary only)	P	P
Fabrication	P	P
Office complexes- technology or corporate headquarters	P	P
Call Centers	P	N
Research & Development, laboratories	P	P
Industrial Services	P	P
Product repair, finishing and testing	P	P
Residential		
Residential Uses (not to exceed 10% of total floor area)	N	P
Commercial		
Service or retail uses (not to exceed 5,000 sf in floor area in single building or 20,000 sf within multiple buildings.	P	N
Service or retail uses (not to exceed 3,000 sf in floor area in single building or 20,000 sf within multiple buildings.	P	P
Office complex (not to exceed 30% of total floor area within a site)	P	N
Office complex (not to exceed 20% of total floor area within a site)	P	P
Training facilities with primary purpose to meet industrial needs	P	P
Temporary buildings or structures (removed within 30 days)	P	P
Public and Other		
Public facilities (e.g., utilities, school district bus facilities, public works yards, vehicle storage)	P	P
Accessory Uses, incidental to permitted uses	P	P
Expansion of buildings or uses approved prior to Oct. 25, 2004 of up to 20% of added floor area and/or 10% of added land area	P	P
Other uses, per judgment of Planning Director to be consistent with purpose of the Zone	P	P
Public park and recreation facility and open space	P	P

Source: City of Wilsonville 2006 Development Code, Chapter 4 – Planning and Land Development, and Otak, Inc.
Note: P = permitted; N = not permitted.

Table 1 indicates that the existing Development Code maintains little distinction between the PDI and the PDI-RSIA zones that exists in the current zoning ordinance. Both zones allow similar uses. However, the commercial and office uses are more restricted in the PDI-RSIA zone than in the PDI zone.

Several issues affect the appropriate zoning for the Coffee Creek Industrial Area (south of Day Road):

1. The Day Road Corridor should be developed with high quality buildings and landscaping to provide a favorable market image for the Coffee Creek area, as well as to define this location as the "northern gateway" for the City of Wilsonville.

2. Special considerations for large-lot industrial users. In light of the fact that there are no tax lots greater than 50 acres within the Coffee Creek Industrial Area which would be subject to minimum parcel size requirements, we recommend that the City require coordinated annexations and urban growth boundary amendments among multiple property owners for areas not less than 50 acres at a time. This approach would result in improved coordination among local property owners as new infrastructure is added, and furthers the planning goal for the project to provide large contiguous parcels for industrial development. Otherwise the City runs the risk that these large properties will be subdivided for smaller "standard industrial" users by subsequent property owners (if this land is sold or leased), and risk obtaining adequate private funding to construct needed infrastructure.

3. Special attention should be placed upon addressing significant environmental resource issues in conjunction with future annexation and development of the Coffee Creek Industrial Area. While there are limited wetlands within Coffee Creek, the area does include important drainages that feed Basalt Creek and Coffee Creek Lake. Future development within the Coffee Creek Industrial Area will inevitably exacerbate storm water runoff as impervious surfaces are constructed including roof tops, parking areas, and roadways. It is recommended that in addition to the City's existing standard storm water control measures, a network of "green streets be constructed.

Amendments to policies and implementation measures are needed to clearly implement the city's position of location and use of industrial lands within the Metro UGB.

Draft Comprehensive Plan Amendments

Pg. D-11. Industrial Development

Delete the first 4 sentences and replace with the following:

Wilsonville has a long history of providing for industrial development. The city currently has over 1000 acres of lands zoned for industrial use of which only about 150 acres are vacant. However, the city has insisted on high standards for industrial development with the result that industrial complexes are attractive and are compatible with neighboring residential and commercial uses. Due to the city's location on I-5, it is an attractive location for warehousing and distribution facilities, and much of the

industrial development west of I-5 is developed in this use. The North Wilsonville/Stafford I-5 Interchange was reconstructed to accommodate the large number of trucks from these businesses.

High tech businesses are generally located east of I-5, and employ approximately 4000 people. Wilsonville is a member of Metro and participated in the 2002/2004 Urban Growth Boundary expansion efforts to locate additional industrial lands. In 2002, the area identified as Coffee Creek I (located south of the correctional Facility) was added to the Metro UGB, followed in 2004 by two additional areas, Coffee Creek II, located west of the Correctional Facility, and another area located north of Day Road between Wilsonville and Tualatin. In 2006/2007, the city worked with property owners, consultants, ODOT and abutting jurisdictions to develop a Master Plan for Coffee Creek I in order that a continuing supply of shovel ready industrial lands would be available consistent with Metro direction in the Urban Growth Management Functional Plan.

The city has also amended its Planned Development Industrial Zone to be consistent with Metro guidelines, and has adopted a new Regionally Significant Industrial Zone (RSIA), also consistent with Metro guidelines. Coffee Creek I is designated RSIA on the Metro Title 4 map, and should be so designated on the City's Comprehensive Plan map. The RSIA zone will not be applied to specific property until such time as an annexation, rezone and development proposal is received from property owners.

Draft Zoning Ordinance Amendments

The Coffee Creek Industrial Area Master Plan will provide a framework to guide the development of public facilities and private uses. This means that the policies, zoning, and codes must be consistent with the Master Plan to support the long-term vision. Implementation is strengthened by the supportive City policies including:

- *Establish new design overlay zone for properties along Day Road that are achievable and flexible yet focused on building forms, site layout, landscaping, and transit/pedestrian connectivity.*
- *Adopt new code language that requires coordinated annexation requests for a stated minimum threshold of land area not less than 50 acres at a time, unless this condition cannot be met.*
- *Allow green street design standards as a variation to the City's current roadway design standards for Grahams Ferry Road and Kinsman Road.*

Appendix A includes a draft zoning ordinance for consideration and refinement by the City of Wilsonville.

Day Road Design Overlay Zone

The primary advantage of adopting a design overlay zone for the Day Road Corridor is that it would be consistent with existing City PDI and RSIA zoning, and be focused on the "northern gateway" area that would improve market image for the entire Coffee Creek Industrial Area. Disadvantages include the potential to complicate the development approval process, and could lead to added development costs that are higher than standard industrial buildings.

It is recommended that the city adopt a simple "form-based" design standard rather than more traditional code that regulates site uses. Advantages of form-based code usually include a more aesthetically pleasing urban environment, with a nice mixture of building roof lines, facades, landscaping and other design treatments. Disadvantages relate primarily to the control of uses within the plan district, which should not be an issue since this is addressed within the base zone.

The draft code presented in Appendix A is intended to incorporate some of the important "form-based code" regulations into the Building Orientation, Design Standards, and Development Standards for properties along Day Road. Those standards would address elements such as: lot size, setbacks, height, massing, landscaping, materials, transit/pedestrian orientation, parking, and circulation.

Implementing Policies and Ordinances

It should also be noted that given the city's objective to provide orderly urbanization of Coffee Creek Industrial Area, future development must also be consistent with existing city public facility plans (including the Wilsonville Transportation System Plan, Sewer Plan, Water Plan, and Parks Plan) as well as other intergovernmental agreements that impact annexation and provision of public services. Hence, the Development Standards included in the draft code reflect a method for ensuring the future development proposals provides adequate public facilities and private cost-sharing arrangements consistent with long-range public facilities improvements.

In addition to the zoning ordinance amendments identified above, the City of Wilsonville will likely need to adopt additional amendments to Comprehensive Plans, Public Facility Plans, Transportation System Plans, and Capital Improvement Programs to implement the Master Plan. A draft list of recommended amendments to the Wilsonville TSP, Washington County TSP is included in Appendix B. A preliminary minor collector green street design standards is provided in Appendix C.

Wilsonville Capital Improvement Program

The existing CIP for the City of Wilsonville identifies the five-year capital improvements plan for the City and lists out funding priorities. Additional projects that are recommended for inclusion in the City's CIP include:

- Kinsman Road Engineering and Permitting (with $500,000 to identify corridor issues, traffic conditions, right-of-way requirements, design sections, land use forecasts, improvement alternatives analysis, capital costs, environmental impacts, and recommendations regarding design sections, alignment, improvement, and phasing/funding);
- Coffee Creek I water transmission line extension along Kinsman Road with approximately $420,000 for planning, design, and capacity improvements;
- Coffee Creek I sanitary sewer transmission line extension along Kinsman Road with approximately $680,000 for planning design, and capacity improvements;
- Coffee Creek Industrial Area SDC Overlay and Urban Renewal Study, with an approximately $60,000 in funding to be scheduled in 2007/08.

- Coffee Creek I survey work and update of the City's water and sewer capacity models, with approximately $40,000 in funding, to be schedule in 2007/08.
- Coffee Creek area storm water sub basin analysis, with approximately $100,000 in funding, to be scheduled in 2008/09.

Note, that all of these recommended CIP improvements (with the exception of the SDC method study) would likely require funding that exceeds existing local SDC funding commitments. Hence, the city should work closely with ODOT and other state and local entities to leverage non-city public and private funding resources.

The city should adopt the Master Plan, and then subsequently complete updates to the City Water and Wastewater Master Plans. There are several preliminary water and sewer improvements identified in the Master Plan that can be incorporated into annual updates of the City's Water and Wastewater Improvement Programs. Pleaser refer to the future public facility recommendations contained in Appendix D.

Other Local Public Facility Plans (including Water and Wastewater)

The city should adopt the Coffee Creek Master Plan, and then subsequently complete updates to the City Water and Wastewater Master Plans. There are several water and sewer improvements identified in the Master Plan that can be incorporated into annual updates of the City's Water and Wastewater Improvement Programs. **Additional water, sewer, parks and storm water facility recommendations are identified in Appendix D.** Following the adoption of the Coffee Creek Master Plan, it is recommended that the city undertake more detailed capacity modeling to refine the public facility projects, including line size, placement, cost, etc.

Preliminary sewer, water, parks, and storm water capital improvements are included in Appendix D. Note, that all of these recommended CIP improvements (with the exception of the SDC method study) would likely require funding that exceeds existing local SDC funding commitments. Hence, the city should work closely with ODOT and other state and local entities to leverage non-city public and private funding resources. This may entail additional funding strategies that could be funded by the City's Urban Renewal Agency pending available funds.

Amendments to the Wilsonville Significant Resource Overlay Zone (SROZ) Inventories and Compliance Policies

The Significant Resource Overlay Zone (SROZ) inventories and compliance policies are included in Chapter 4.139.01 of the Wilsonville Planning and Land Development Ordinance. SROZ policies are described by the city development ordinance as follows:

The purpose of the Significant Resource Overlay Zone is to implement the goals and policies of the Comprehensive Plan relating to natural resources, open space, environment, flood hazard, and the Willamette River Greenway. In addition, the purposes of these regulations are to achieve compliance with the requirements of the Metro Urban Growth Management Functional Plan (UGMFP) relating to Title 3 Water Quality Resource Areas, and that portion of Statewide Planning Goal 5 relating to significant natural resources. It is not the intent of this ordinance to prevent development where the impacts to significant resources can be minimized or mitigated. (Section 4.139.01 SROZ - Purpose)

The lands within the SROZ are shown in Figure 2. During the course of this master planning process it was determined by the City that the SROZ map should be amended and refined by excluding a portion of tax lot 3S102C000600.

Next Steps

The findings contained in this memorandum shall be presented and discussed with the Coffee Creek Technical Advisory Committee on Friday, April 6, 2007. Information regarding development costs and fiscal impacts will be used to help guide final approval and adoption of a preferred alternative for the Coffee Creek Industrial Area.

Appendix A
Chapter 4 Planning and Land Development
Draft Code Amendments

4.135.5—.07 Other Standards

E. Day Road Design Standards

A. Building Siting and Design: All properties along Day Road shall be designed using the following principles:

1. Sites shall be developed to the maximum extent practicable. A maximum setback of 30 feet is required for at least 50% of the building length along Day Road. Rear and side yard setbacks should be consistent with Section 4.135.5 (D).

2. Assure that building placement and orientation and landscaping allow ease of security surveillance, as long as it does not conflict with other stated design standards and performance measures.

3. Design buildings with shapes, colors, materials, textures, lines, and other architectural design features which enhance the character of the zone and complement the surrounding area and development, considering, but not limited to, the following techniques:

   a. Use color, materials, and architectural design to visually reduce the scale and impact of large buildings;

   b. Use building materials and features that are durable and consistent with the proposed use of the building, level of exposure to public view, and exposure to natural elements;

   c. Provide window glazing for at least 25% of the façade facing Day Road.

4. To the extent possible, screen or mask roof-mounted mechanical equipment, except solar collection apparatus, from view;

5. Orient major service activity areas (e.g., loading, delivery and garbage collection, etc.) of the development away from major streets;

6. Arrange use and buildings to maximize opportunities for shared circulation, access, parking, loading, pedestrian walkways and plazas, recreation areas, and transit-related facilities;

B. Display Areas: All display areas shall be located within an office, multi-use or flex-space building. No outdoor display areas are to be visible along Day Road.

C. Landscaping: A landscape buffer of at least 20 feet shall be provided along Day Road. At least fifteen percent of the entire site must be landscaped. Typical landscaping in this zone shall:

1. Consist of a variety of lawn, trees, shrubbery, and ground cover.

2. Highlight public access points to buildings.

3. Buffer loading and utility areas.

4. Incorporate significant trees and other natural features into the site area as much as possible.

5. Street trees must be provided along street frontages and within required off-street parking lots to help delineate entrances, provide shade and permeable areas for storm water runoff.

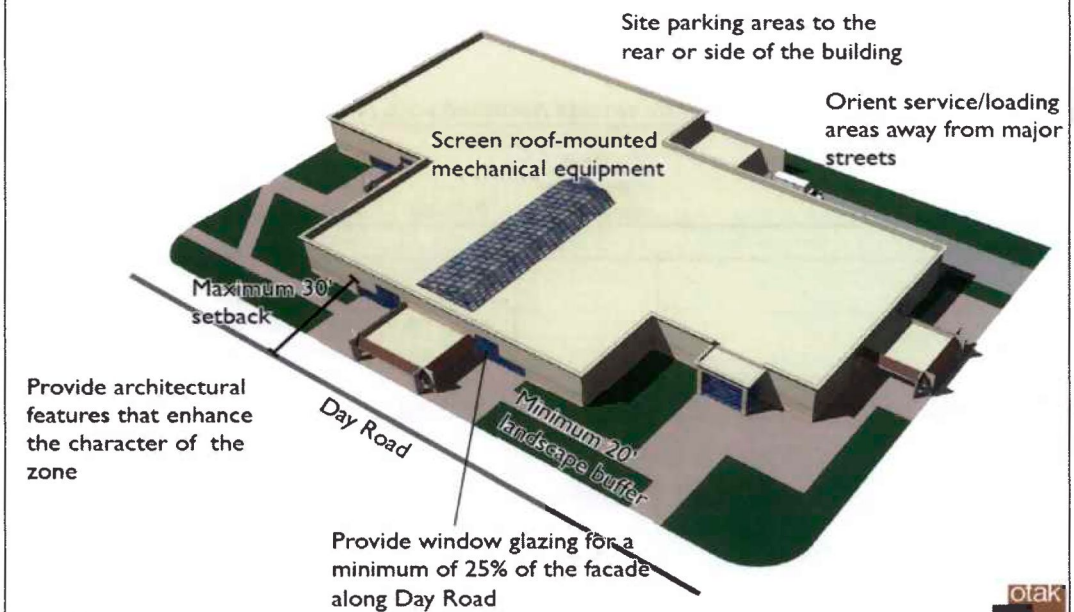
D. Screening and outside storage: Outside storage abutting gateway intersections and arterial streets is prohibited. Outside storage in side or rear yards is allowed, provided it is enclosed by a sight-obscuring fence or vegetative screen. Waste and recycle receptacles shall be maintained within an enclosed structure.

E. Performance Standards: The use shall not be of a type or intensity which produces dust, odor, smoke, fumes, noise, glare, heat, or vibrations which are incompatible with other uses allowed in this zone; and the use does not produce off-site impacts that create nuisance as defined by the Oregon D.E.Q. and the City Code section 4.135.5 (.06).

4.700— xxx Special Requirements within the PDI-RSIA Zone.

In the (PDI-RSIA) zone, the City Council shall only consider annexation requests for contiguous tax lots that are equal to or greater than 50 gross acres in size. Variances can be granted subject to Section 4.196.

Coffee Creek Industrial Area - Day Road Design Overlay Zone



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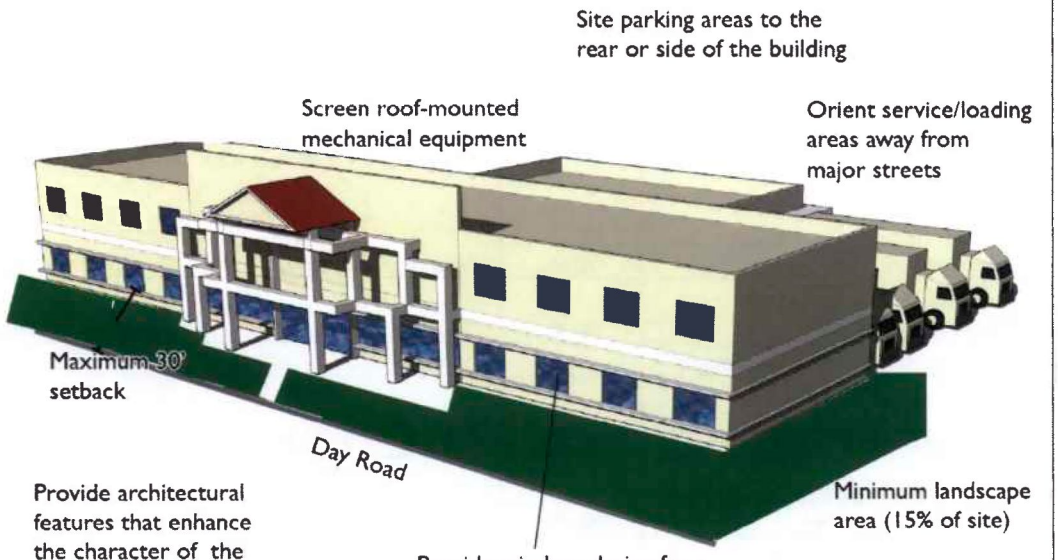
Coffee Creek Industrial Area - Day Road Design Overlay Zone



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Appendix B

Recommended Transportation Amendments to Wilsonville TSP and Washington County TSP

Table B-1 Summary of Transportation Improvements Assumed with No Build Scenario

ID #	Project Name	Prelim. Cost Estimate (millions)*	Priority	Required TSP Amendments	Potential Funding Sources
Transportation Projects					
C-24	Kinsman Road (Day Road to Ridder Road)	$6.00	Years 1-5 (design) and 6+ (construct)	TSP amendment required for Green Street or for 3 lane section	SDCs, Urban Renewal/TIF, Developers
C7	Kinsman Road (Ridder to Boeckman Road)	$3.60	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
S-36	Day Road/Kinsman Road Signal	$0.28	Same as C-24	no	SDCs, Urban Renewal/TIF, Developers
T-1	Boones Ferry Road/95th Avenue eastbound right turn lane	$0.61	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-2	Boones Ferry Road/95th Avenue westbound left turn pocket	$0.30	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-3	Boones Ferry Road/95th Avenue median	$0.30	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-4	Boones Ferry Road/95th Avenue northbound turn lane	$0.20	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
S-18	Ridder Road/Kinsman Road left turn pockets and signal	$0.58	Years 6+	no	SDCs, Urban Renewal/TIF, Developers
T-5	Clutter Road/Grahams Ferry Road westbound left turn lane	$0.85	Years 6+	Consistent with County TSP, but requires City TSP amend.	County SDCs, Developers
T-6	Grahams Ferry Road/Clutter Road southbound turn lane	$0.30	Years 6+	Same as T-5	County SDCs, Developers
T-7	Grahams Ferry Road/Clutter Road signal	$0.28	Years 6+	Same as T-5	County SDCs, Developers
T-8	Grahams Ferry Road Railroad Crossing	$4.00	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, ODOT, Metro, TriMet
T-9	Day Road/Boones Ferry Road southbound through lane (5 lane section)	$2.49	Years 6+	requires City & County TSP amendments	SDCs, Urban Renewal/TIF, Developers
T-10	Tonquin/SW Grahams Ferry Road westbound turn lane	$0.30	Years 6+	in County TSP	County SDCs, Developers
T-11	Tonquin/SW Grahams Ferry Road northbound turn lane	$0.30	Years 6+	in County TSP	County SDCs, Developers
T-12	Tonquin/SW Grahams Ferry Road signal	$0.28	Years 6+	in County TSP	County SDCs, Developers

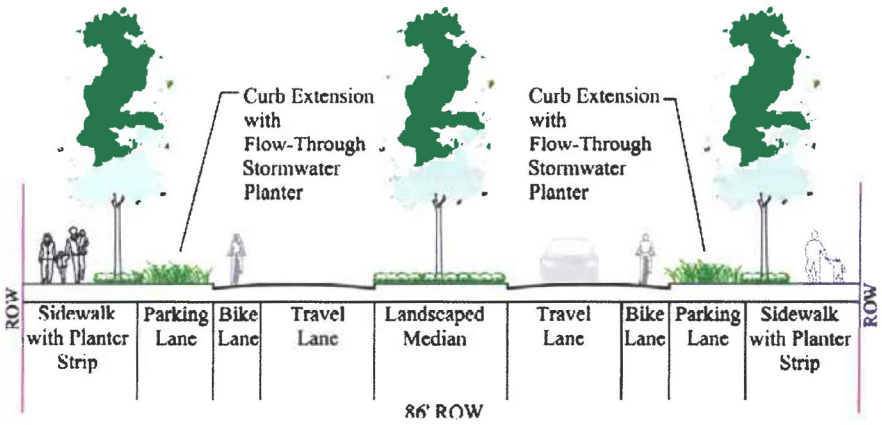
*Notes: * costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.*

Table B-2 Summary of Transportation Improvements
Coffee Creek Master Plan Preferred Alternative, South of Day Road

This list identifies projects needed beyond those identified in the 2030 "No Build" Alternative.

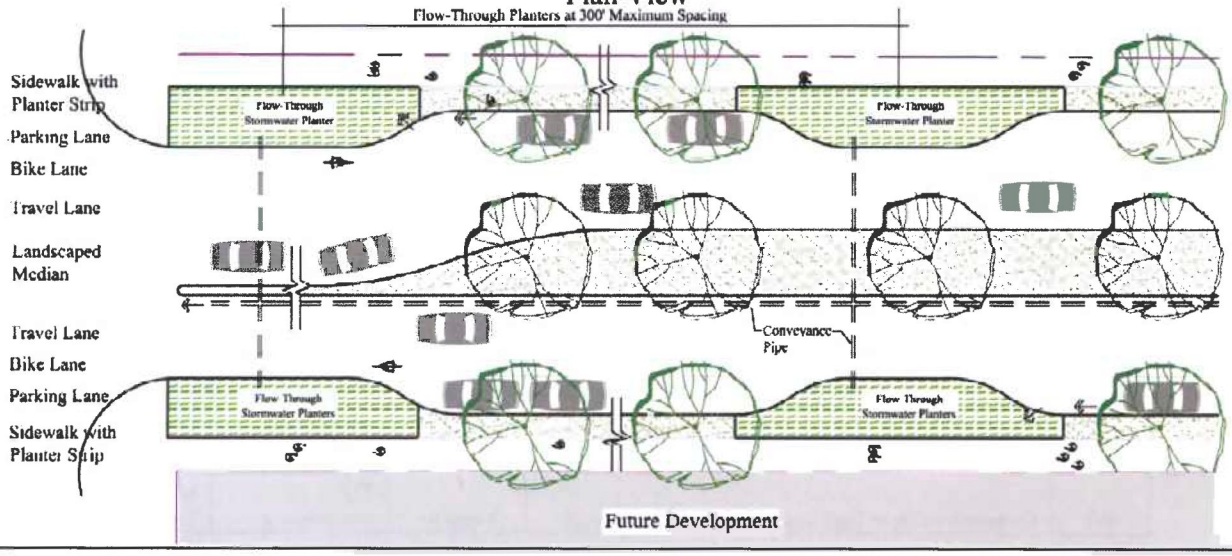
ID #	Project Name	Prelim. Cost Estimate (millions)*	Priority	Required TSP Amendments	Potential Funding Sources
Transportation Projects					
T-13A	Day Road/Kinsman left turn pocket	$0.30	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-14	Kinsman/Day northbound right turn lane	$0.30	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-15A	Grahams Ferry Road (RR-xing to Day Road)	$4.20	Years 6+	in County TSP, but requires City TSP amend.	SDCs,Developers
T-15B	Grahams Ferry Road/Day Road duel southbound left turn lanes	$0.30	Years 6+	Same as T-15A	SDCs,Developers
T-16	Clutter Road Reconstruction	$2.10	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
T-17	Boones Ferry Road 5-lane section between Day Road and I-5	$2.25	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers
P-1	Commerce Circle Trail Connection	$0.27	Years 6+	requires City TSP amendment	SDCs, Urban Renewal/TIF, Developers

*Notes: * costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.*



Collector Greenstreet

Plan View



Appendix C

Recommended Public Facility Amendments to Wilsonville Sanitary Sewer, Water and Parks Plans to Implement Preferred Coffee Creek Master Plan (South of Day Road)

Table 3 Summary of Public Improvements
Coffee Creek Master Plan, Preferred Alternative, South of Day Road

This list identifies projects needed beyond those identified in the 2030 "No Build" Alternative.

ID #	Project Name	Prelim. Cost Estimate (millions)*	Priority	Required Amendments	Potential Funding Sources
Sanitary Sewer Projects					
SS-1	Kinsman Road - Sewer Main	$0.68	Years 1-5	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-2	Grahams Ferry -Sewer Main	$0.10	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-3	Garden Acres Sewer Main	$0.20	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-4	Clutter Road Sewer Main	$0.28	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SS-5	Ridder Road Sewer Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
Water Line Projects					
W-1	Kinsman Road - Water Main	$0.42	Years 1-5	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
W-2	Grahams Ferry -Water Main	$0.45	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
W-3	Clutter Road Sewer Main	$0.27	Years 6+	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
Storm Water Projects					
SW-1	Construct Kinsman Road and Grahams Ferry Road as "Greenstreets" with bioswales	cost included w/proj.	on going	requires City Facility Plan amendment	SDCs, Urban Renewal/TIF, Developers
SW-2	Regional Detention/Treatment Pond	$0.30	Years 6+	requires City Facility Plan amendment	SDCs, Developers
Wayside Projects/Parks					
	Construct 3 new waysides	$0.30	Years 6+		SDCs, Urban Renewal/TIF, Developers

Notes: Costs are in 2007 dollars and reflect "ordinary" design, construction, and right-of-way. Special allowances for environmental mitigation, unstable soils, etc. not included. Compiled by Otak, Inc. and DKS Associates.