

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

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

COMPREHENSIVE PLAN¹

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

Legislative Amendments

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

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

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

674	Metro Title 13 Nature in Neighborhoods—Comprehensive Plan Text Amendments	11-16-2009
671	Transportation/IAMP—Comprehensive Plan Text Amendments	11-16-2009
670	Transportation System Plan Amendments (integration of I-5/Wilsonville Road Interchange Area Management Plan (IAMP))	11-16-2009
658	Transportation System Plan Amendment (reclassification of SW Bailey Street east of SW Boones Ferry from local to minor collector)	12-29-2008
653	Transit Master Plan Adoption (<i>Replaced by Ord. No. 805, adopted 6-17-2017</i>)	7-7-2008
638	Statewide Planning Goal 9: Economic Opportunities Analysis Adoption	12-3-2007
637	Coffee Creek 1 Master Plan Adoption (<i>Repeals Area H</i>)	10-15-2007
625	Parks and Recreation Master Plan Adoption (<i>Replaced by Ord. No. 826, adopted 10-15-2018</i>)	9-17-2007
623	Bicycle and Pedestrian Master Plan Adoption	12-20-2006
612	Transportation Plan Amendment (minor amendment for placement of curb extensions in Villebois Village Center)	6-19-2006
609	Villebois Village Master Plan Amendments (parks and stormwater)	5-15-2006
608	Stormwater Master Plan Amendments (<i>Replaced by Ord. No. 700, adopted 2-23-2012</i>)	4-6-2006
594	Villebois Village Master Plan Amendments (land use, street pattern, parks, school site)	12-3-2005
591	Wastewater Facility Plan Amendments (<i>Replaced by Ord. No. 888, adopted 1-18-2024</i>)	11-7-2005
574	Reduction of Allowable Commercial Uses in Industrially-Zoned Land and Creation of Regionally Significant Industrial Land Designation - Comprehensive Plan Text and Map Amendments	11-1-2004
573	Memorial Park Master Plan—Memorial Park Trails Plan Adoption	10-4-2004
571	Wastewater Facility Plan Adoption	8-30-2004
566	Villebois Village Master Plan Amendments (revised land use map)	6-21-2004
556	Villebois Village Master Plan Adoption	8-18-2003
552	Transportation Systems Plan Adoption (<i>Replaced by Ord. No. 718, adopted 6-17-2012</i>)	6-2-2003
555	Villebois Village Concept Plan—Comprehensive Plan Map Amendment	6-2-2003
554	Villebois Village Concept Plan—Comprehensive Plan Text Amendments	6-2-2003
549	Metro Title 5 Compliance—Comprehensive Plan Text Amendments	10-21-2002
547	Transportation System Plan (1991) Amendment (SW Elligsen Road widening for Argyle Square)	10-7-2002
531	Water System Master Plan Adoption (<i>Replaced by Ord. No. 707, adopted 9-6-2012</i>)	1-24-2002
530	Wastewater Collection System Master Plan (<i>Replaced by Ord. No. 766, adopted 2-19-2015</i>)	7-17-2001

515	Stormwater Master Plan Adoption (<i>Replaced by Ord. No. 700, adopted 2-23-2012</i>)	6-7-2001
516	Natural Resources Plan Adoption and Comprehensive Plan Text and Map Amendments	6-7-2001

*****No additional changes proposed in this section*****

ECONOMIC DEVELOPMENT

Industrial development has been the primary element in Wilsonville's growth in recent years. However, commercial development, particularly professional offices, has begun to be of interest to business developers. Housing development has also increased substantially. Metro has now projected growth that will more than double both the number of housing units and the number of jobs in Wilsonville between the year 2000 and approximately 2020. If this growth occurs as predicted, the existing imbalance between jobs and housing (estimated at more than three jobs for each housing unit in 1996) will continue into the future.

Economic trends have fluctuated significantly, although perhaps cyclically, since Wilsonville was incorporated in 1969. As with much of Oregon, the local economy hit a low point in the early 1980s but boomed throughout the 1990s.

Commercial and industrial developments accounted for a total local employment that exceeded 17,000 jobs in 1996 (Metro data—ES 202). As of October 1999, the ten top employers within the City had a total of approximately 5,200 employees. Of those top ten employers, only one was a retail store. The rest would be considered to be industrial uses of one kind or another. Although the number of workers in the ten largest local employers was impressive for a City of less than 15,000 residents, it also indicated how many smaller companies were employing people in Wilsonville. This is a clear indication of the economic diversity that the community now enjoys.

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

Industrial development is the basic element of economic growth as it produces goods for marketing, as well as being the primary employment generator. Commercial development is also important in that it creates secondary employment and provides retail outlets for manufactured goods. The commercial sector also provides support services for industry and personal goods and services (e.g., doctors, lawyers, food, clothing, etc.) for local residents and workers. It should be noted that having adequate

commercial services in proximity to homes and other businesses reduces the need for travel and helps to meet state and regional goals for air quality and traffic congestion.

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

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

To develop an attractive and economically sound community.

Encourage commercial and industrial development to provide a balanced tax base and take advantage of the City's strategic location along I-5 and the rail line.

Maintain high-quality industrial development that enhances the livability of the area and promotes diversified economic growth.

Protect industrial lands from incompatible uses.

Encourage only industries interested in and willing to participate in development and preservation of a high-quality environment.

Encourage incorporation of large office complexes in industrial parks.

Develop performance standards, in addition to site development standards, which will limit emissions of smoke, dust, odor, glare, noise, and vibration from industrial uses.

Plan for industry to take advantage of the railroad and I-5 where necessary services can be provided.

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

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

~~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.

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

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

****No additional changes proposed in this section****

INDUSTRIAL DEVELOPMENT

GOAL 4.1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***No additional changes proposed in this section**

AREAS OF SPECIAL CONCERN

AREA M

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

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

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

- High Tech Employment District. Most of the buildable acres in this area are devoted to a mix of higher density employment land. The High Tech Employment District is expected to accommodate jobs in manufacturing and high tech, with warehousing components. This land use is in the southern and eastern sections of the area, covering all land east of Boones Ferry Road, and most of the land south of Clay Street, extending to Day Road and bordered to the west by Coffee Creek Correctional Facility.
- Craft Industrial. The southwest corner of the intersection of Boones Ferry Road and the future Basalt Creek Parkway is planned as Craft Industrial, which allows for a mix of smaller scale commercial uses. This area allows less than 20 percent residential use and is expected to accommodate live/work units. This development responds to the topography on these parcels and their location directly south from residential land and southwest of the neighborhood commercial node north of the Basalt Creek Parkway. Craft Industrial provides a transition to the higher intensity employment uses to the south.
- Light Industrial District. This land is located along the southern edge of the Basalt Creek Parkway just north of the Coffee Creek Correctional Facility and will accommodate jobs primarily in warehousing and light manufacturing.

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

Design Objectives

1.

Consider adoption of a form-based code, similar to that adopted in the Coffee Creek Industrial Area, for new industrial development located in Basalt Creek. A form-based code in Basalt Creek would guide the development of a well-designed and uniquely attractive business community, while providing flexibility for development.

2.

Protect key natural resources and sensitive areas while making recreational opportunities accessible by integrating the new parkland, open spaces, natural areas and trails in Basalt Creek into existing regional networks. The area has distinctive natural features, particularly its namesake—Basalt Creek—and the surrounding wetlands habitat running north-south through the eastern half of the area. Development should protect, enhance, and provide access to these natural resources.

3.

Locate north-to-south trails near the Basalt Creek Canyon and provide bicycle connections that would connect to other cities and trail systems, serving as an asset for both residents and employees in the area.

4.

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

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

~~(Deleted per Ord. No. XXX, 10-5-2026)~~

AREA N

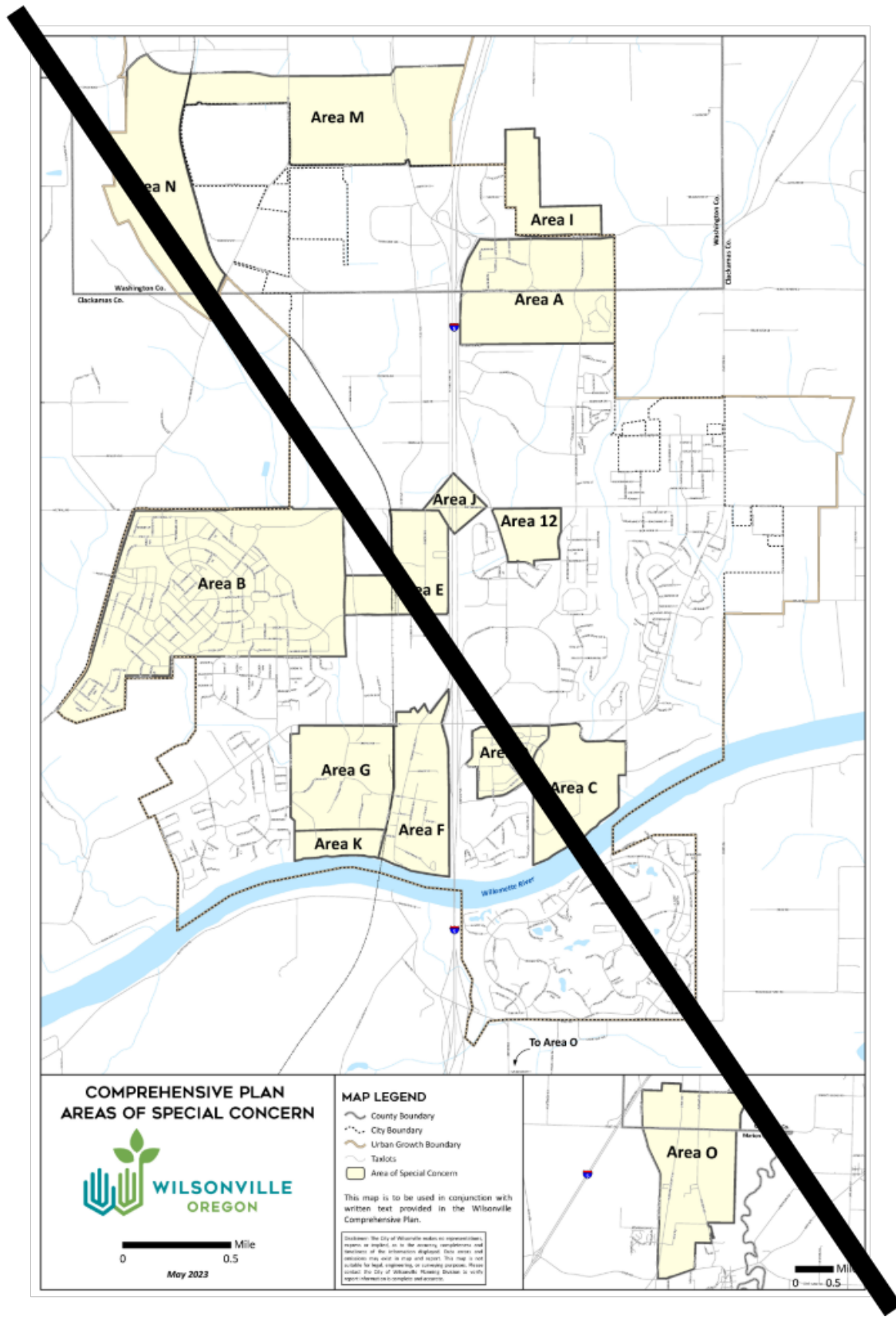
This area, known as West Railroad, is south of the Basalt Creek Parkway and in City of Wilsonville jurisdiction. The West Railroad area is divided from the Basalt Creek area by the Portland and Western Railroad (PNWR) and the Coffee Creek Correctional Facility. The area is heavily constrained by wetlands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

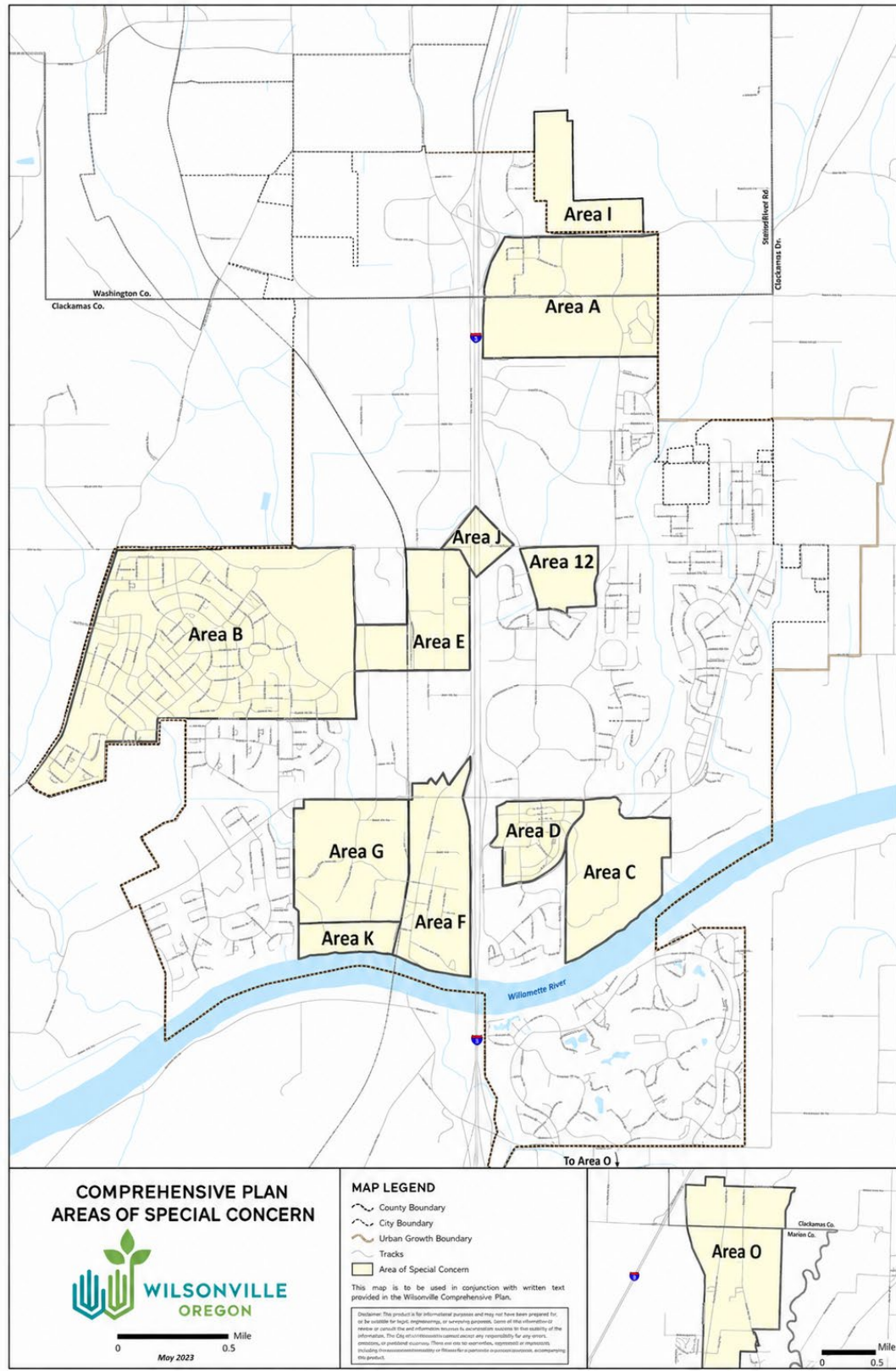
(Added per Ord. No. 834, 4-15-2019)

~~(Deleted per Ord. No. XXX, 10-5-2026)~~

AREAS OF SPECIAL CONCERN MAP

Areas of Special Concern Map is dated ~~May 11, 2023~~ **October 5, 2026** to accommodate adopted Ord. No. ~~871~~ **Ord. No. XXX** and does not include amendments made to the Map after that date.





***No additional changes proposed in this section*

