



# **PLANNING COMMISSION**

## **WEDNESDAY, FEBRUARY 12, 2025**

### **WORK SESSION**

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



## PLANNING COMMISSION MEETING STAFF REPORT

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

### ISSUE BEFORE COMMISSION

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

## **EXECUTIVE SUMMARY:**

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

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

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

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

### ***Discussion Questions***

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

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

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

**EXPECTED RESULTS:**

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

**TIMELINE:**

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

**CURRENT YEAR BUDGET IMPACTS:**

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

**COMMUNITY INVOLVEMENT PROCESS:**

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

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

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

**ALTERNATIVES:**

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

**ATTACHMENTS:**

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



## WILSONVILLE BASALT CREEK PLAN – WILSONVILLE TSP UPDATE EVALUATION

DATE: December 27, 2024

TO: Dan Pauly | City of Wilsonville

FROM: Jenna Bogert, PE | DKS Associates

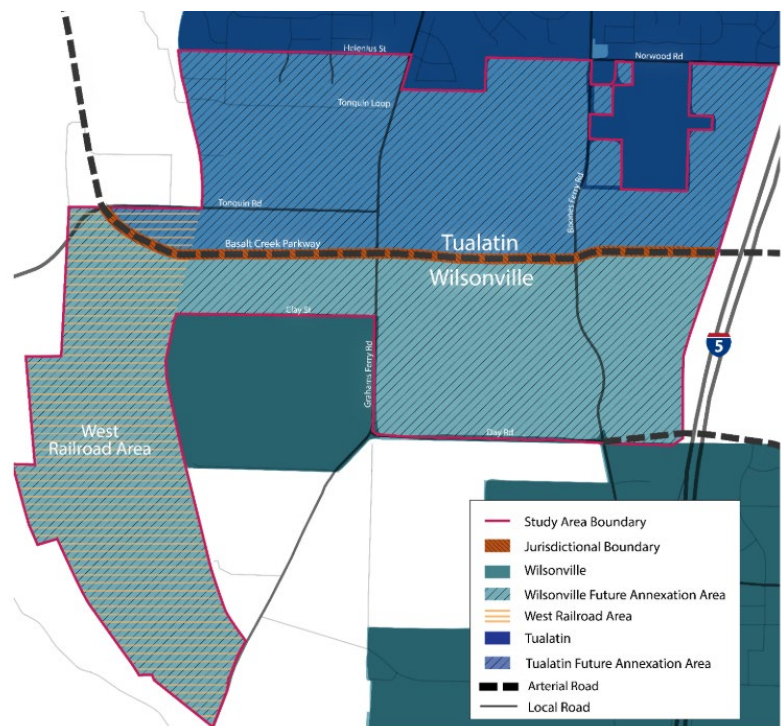
SUBJECT: Wilsonville Basalt Creek Plan TSP Evaluation

P#21123-034

### BACKGROUND AND PURPOSE

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

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



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

## LIST OF WILSONVILLE TSP PROJECTS RELATED TO BASALT CREEK

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

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

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

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

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

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

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

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



## BASALT CREEK PLANNING AREA GROWTH SINCE 2019 TSP AMENDMENT

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

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

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

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

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

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

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

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

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

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

### NON-VEHICLE TSP RECOMMENDATIONS

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

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

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

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

**ATTACHMENTS:**

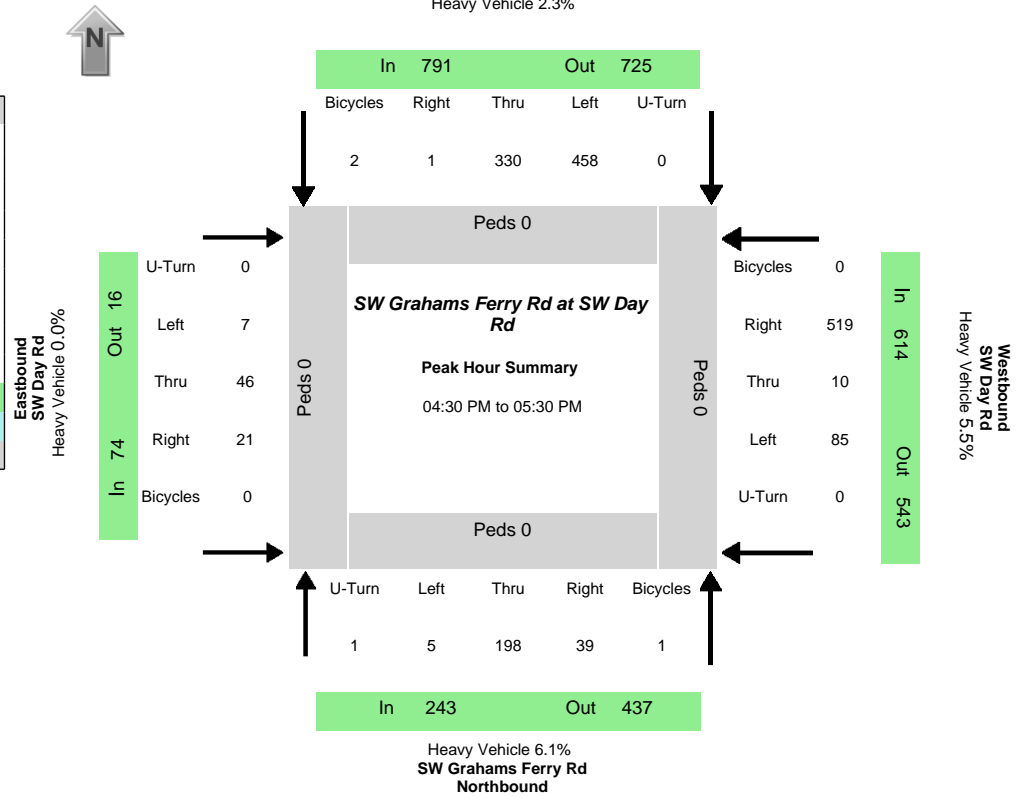
- A. Traffic Counts
- B. Basalt Creek Local Street Concept Map



KEY DATA NETWORK

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

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



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

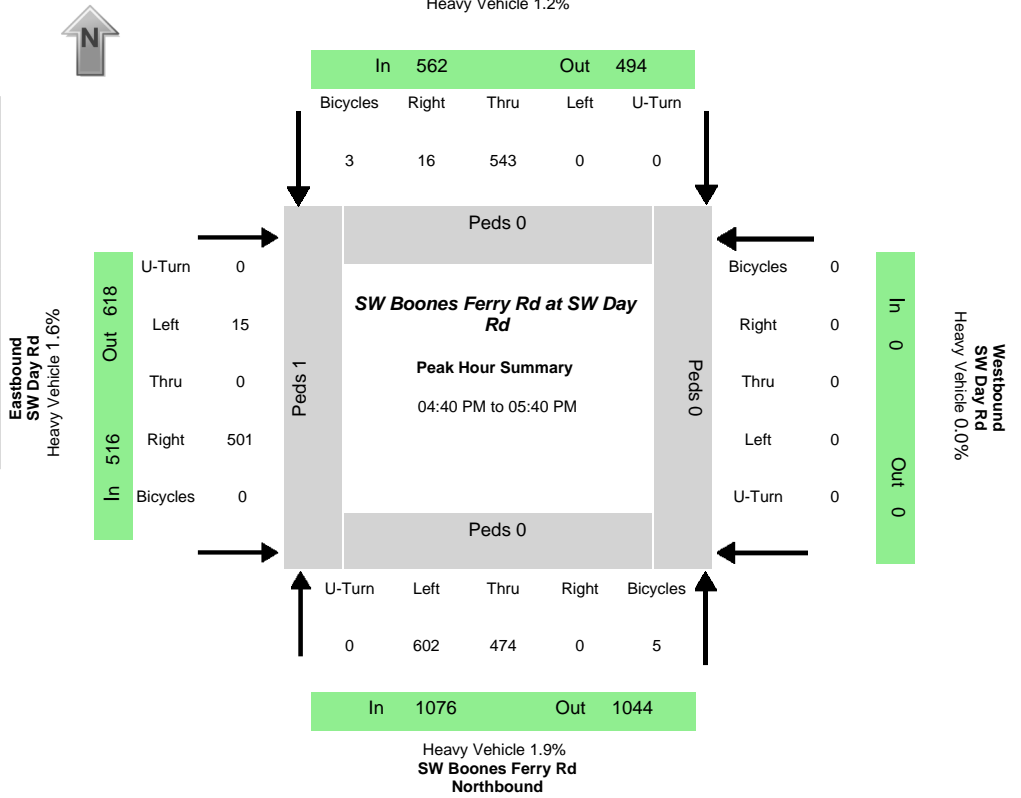
PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0

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



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Boones Ferry Rd
E/W street	SW Day Rd
City, State	Wilsonville OR
Site Notes	
Location	45.340357 - -122.773641
Start Date	Wednesday, April 03, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.94



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

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

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



ALL TRAFFIC DATA SERVICES

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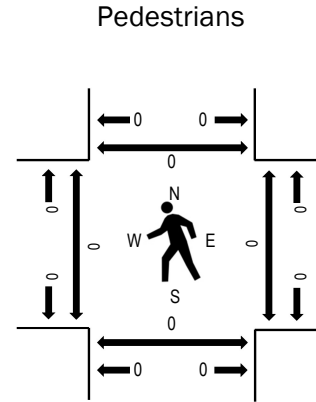
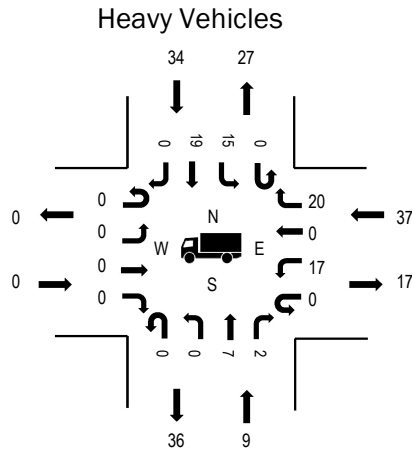
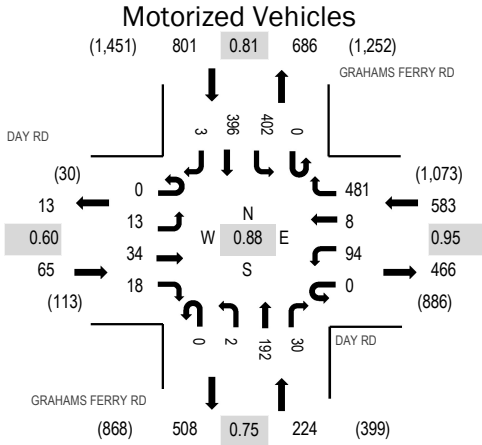
Location: 1 GRAHAMS FERRY RD & DAY RD PM

Date: Tuesday, March 7, 2023

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

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

Peak Hour



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

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

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

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





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

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



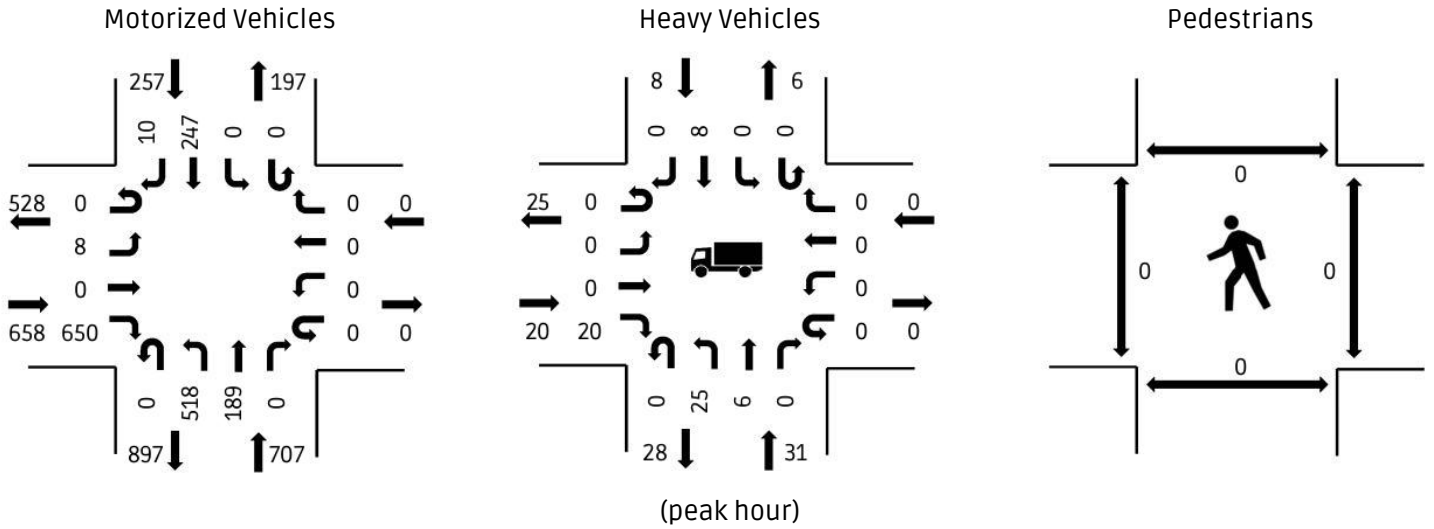
Location: Grahams Ferry Rd & Basalt Creek Parkway

Date: 2024-05-01

Peak Hour Start: 04:15 PM

Peak 15 Minute Start: 04:35 PM

Peak Hour Factor: 0.9



All Vehicle Volumes

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

Car Volumes

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

Truck Volumes

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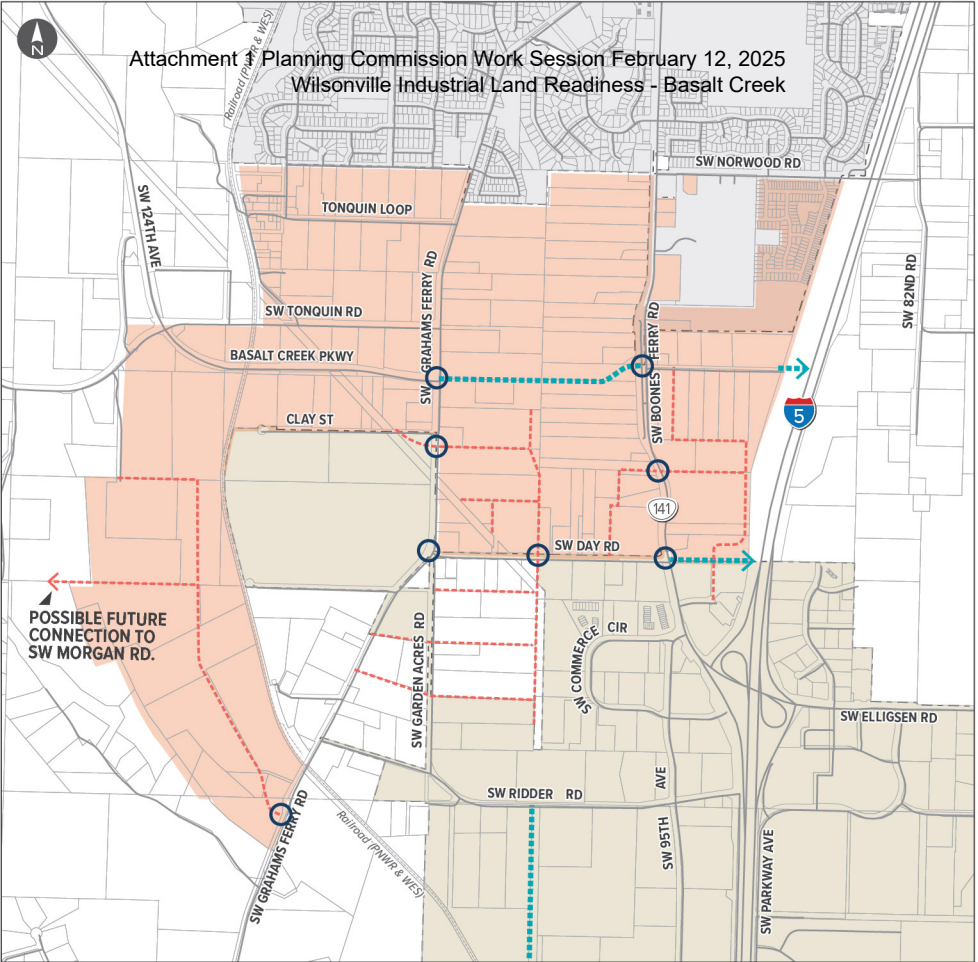
Bike Volumes

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

Pedestrian Volumes

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

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



POSSIBLE FUTURE CONNECTION TO SW MORGAN RD.

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

- TAX LOTS
- WILSONVILLE CITY LIMITS
- TUALATIN CITY LIMITS

KEY INTERSECTION

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

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



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**Wilsonville, Oregon 97070**

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

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

**Date: November 26, 2024**

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

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

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

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

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

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

**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**

**Pacific Habitat Services, Inc.**

**November 26, 2024**

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

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

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

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

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

**Results**

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

**Table 1. Wetland Overview**

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

**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**

**Pacific Habitat Services, Inc.**

**November 26, 2024**

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

BC = Basalt Creek

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

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

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

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

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

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



**Natural Resources Inventory for the Basalt Creek Planning Area in Wilsonville**

**Pacific Habitat Services, Inc.**

**November 26, 2024**

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

**Table 2: Riparian Area Overview**

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

BC= Basalt Creek  
RIP= Riparian Area

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

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

**Conclusions**

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

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

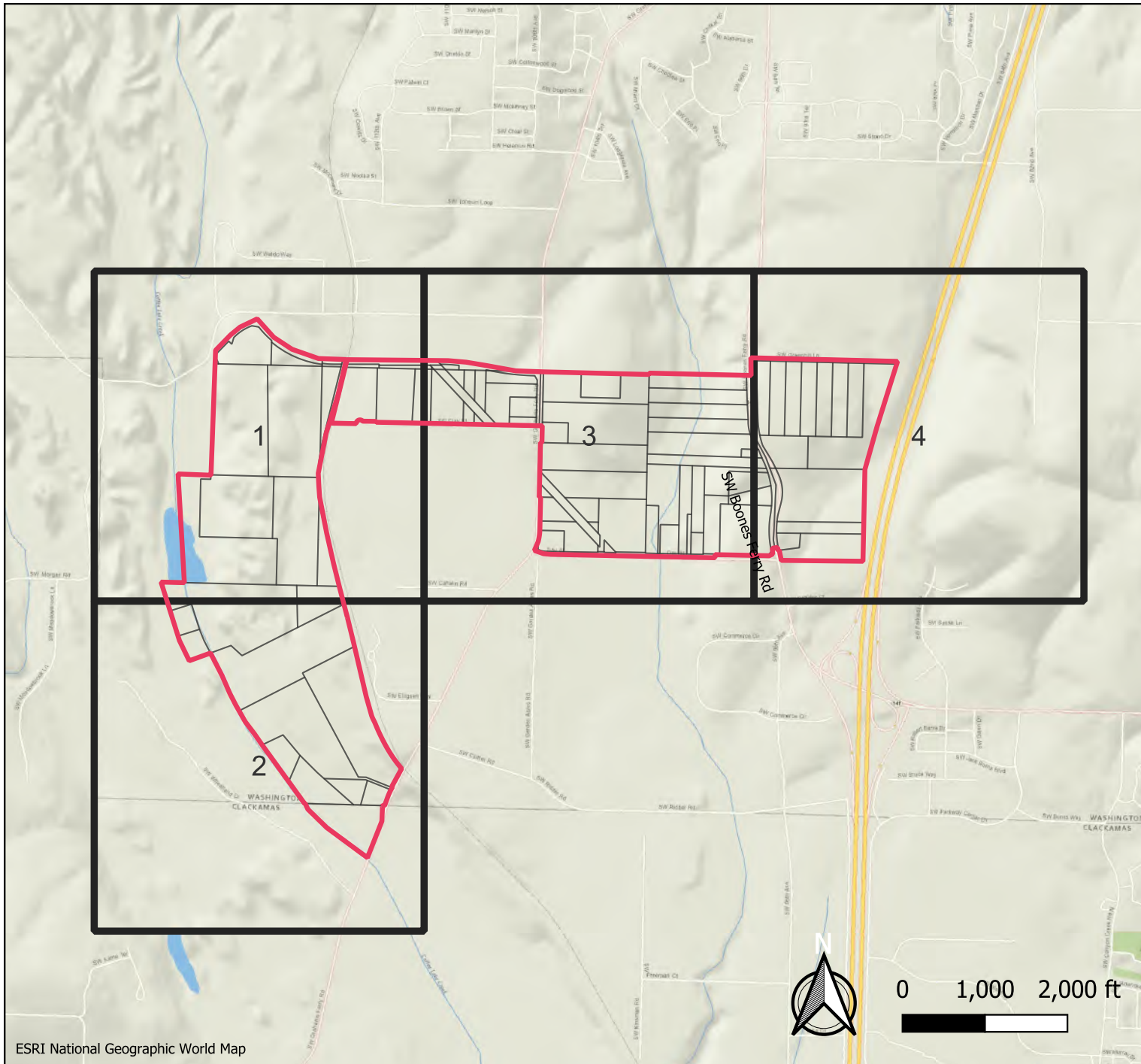
<sup>1</sup> (b) “Wildlife habitat” is an area upon which wildlife depend in order to meet their requirements for food, water, shelter, and reproduction. Examples include wildlife migration corridors, big game winter range, and nesting and roosting sites. {OAR 660-23-110}

# Appendix A



## Inventory Maps



# Basalt Creek DRAFT Natural Resource Inventory: Map Index Overview



**LEGEND**

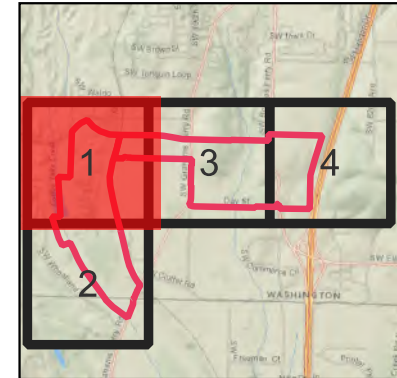
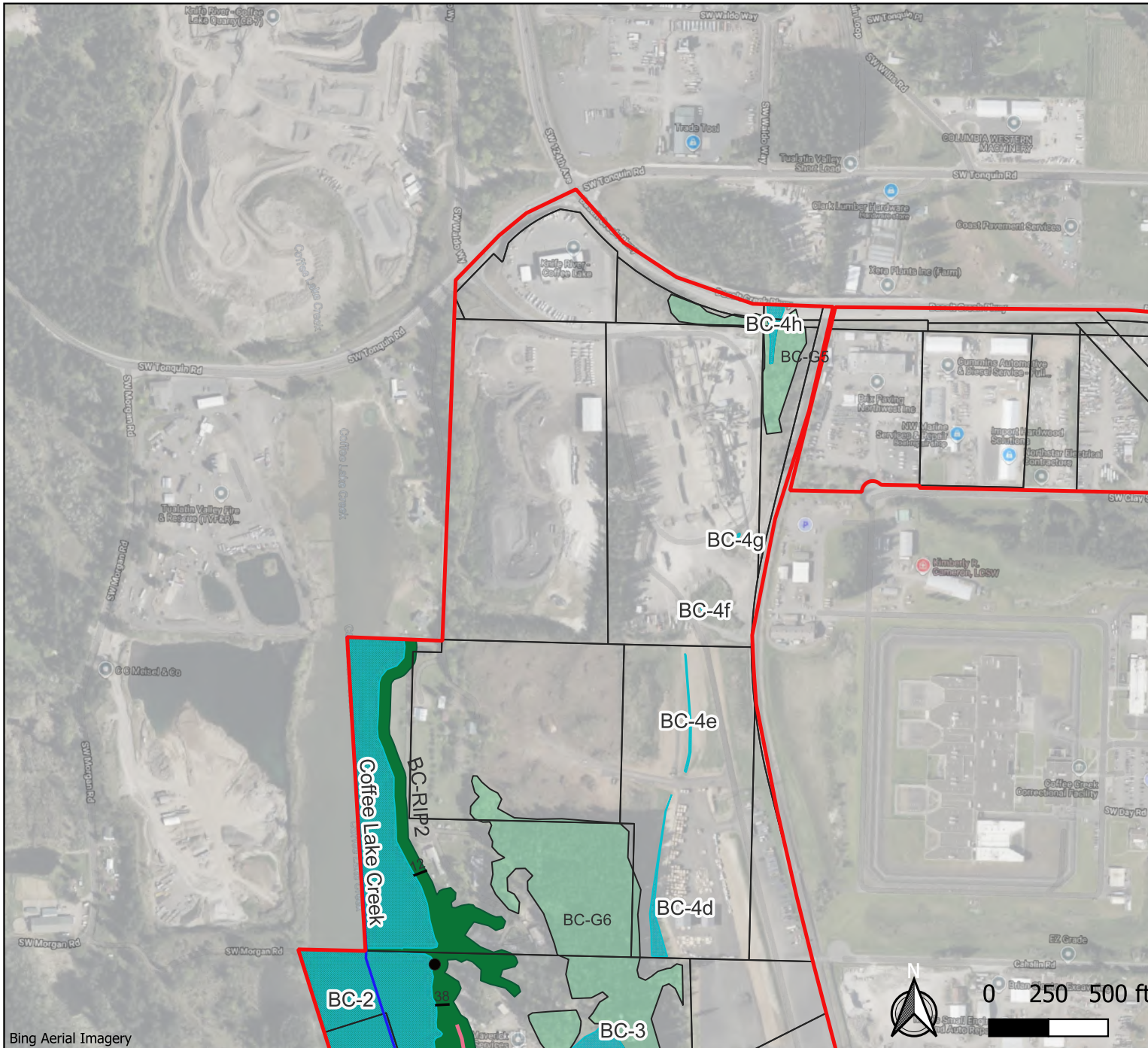
-  Basalt Creek Study Area
-  Tax Lot

ESRI National Geographic World Map



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Basalt Creek DRAFT  
 Natural Resource  
 Inventory:  
 Inset: 1



LEGEND

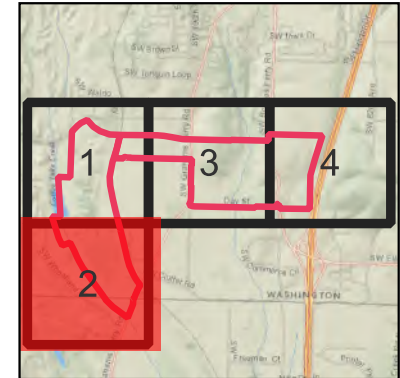
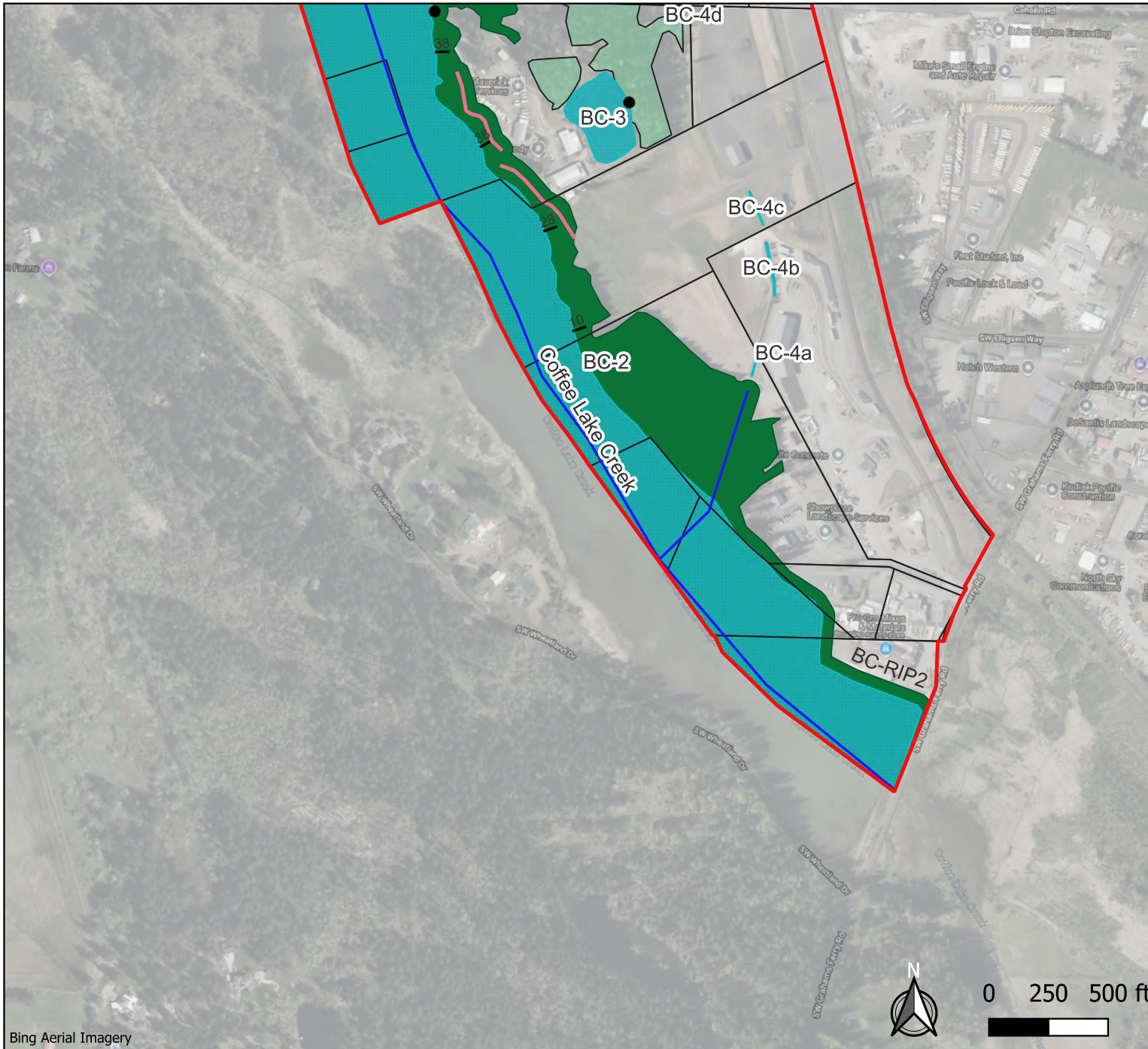
- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope



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Bing Aerial Imagery

Basalt Creek DRAFT  
 Natural Resource  
 Inventory:  
 Inset: 2



**LEGEND**

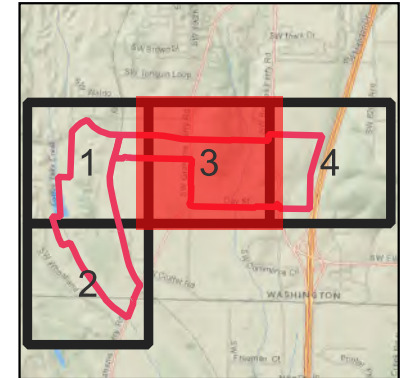
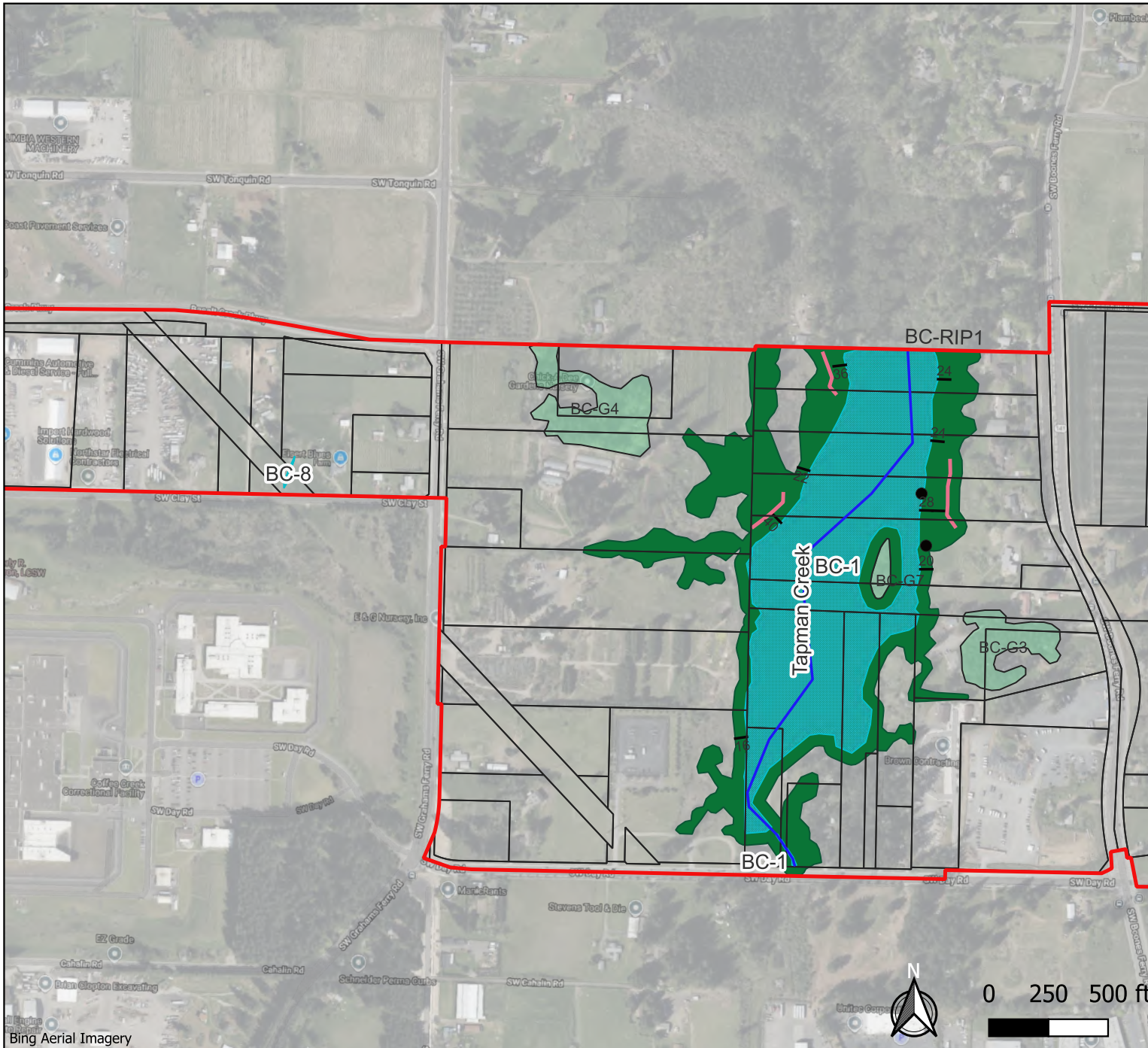
- Sample Point
- Stream
- Wetland (59.02 ac)
- Upland Tree Grove
- Riparian Area
- Slope %
- Break in Slope



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Bing Aerial Imagery

Basalt Creek DRAFT  
 Natural Resource  
 Inventory:  
 Inset: 3



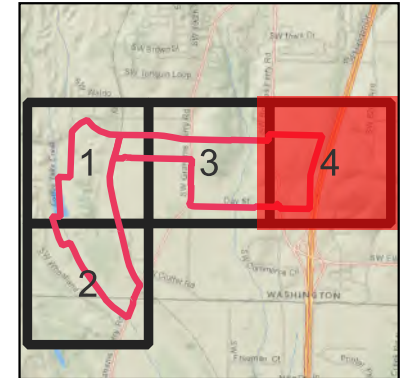
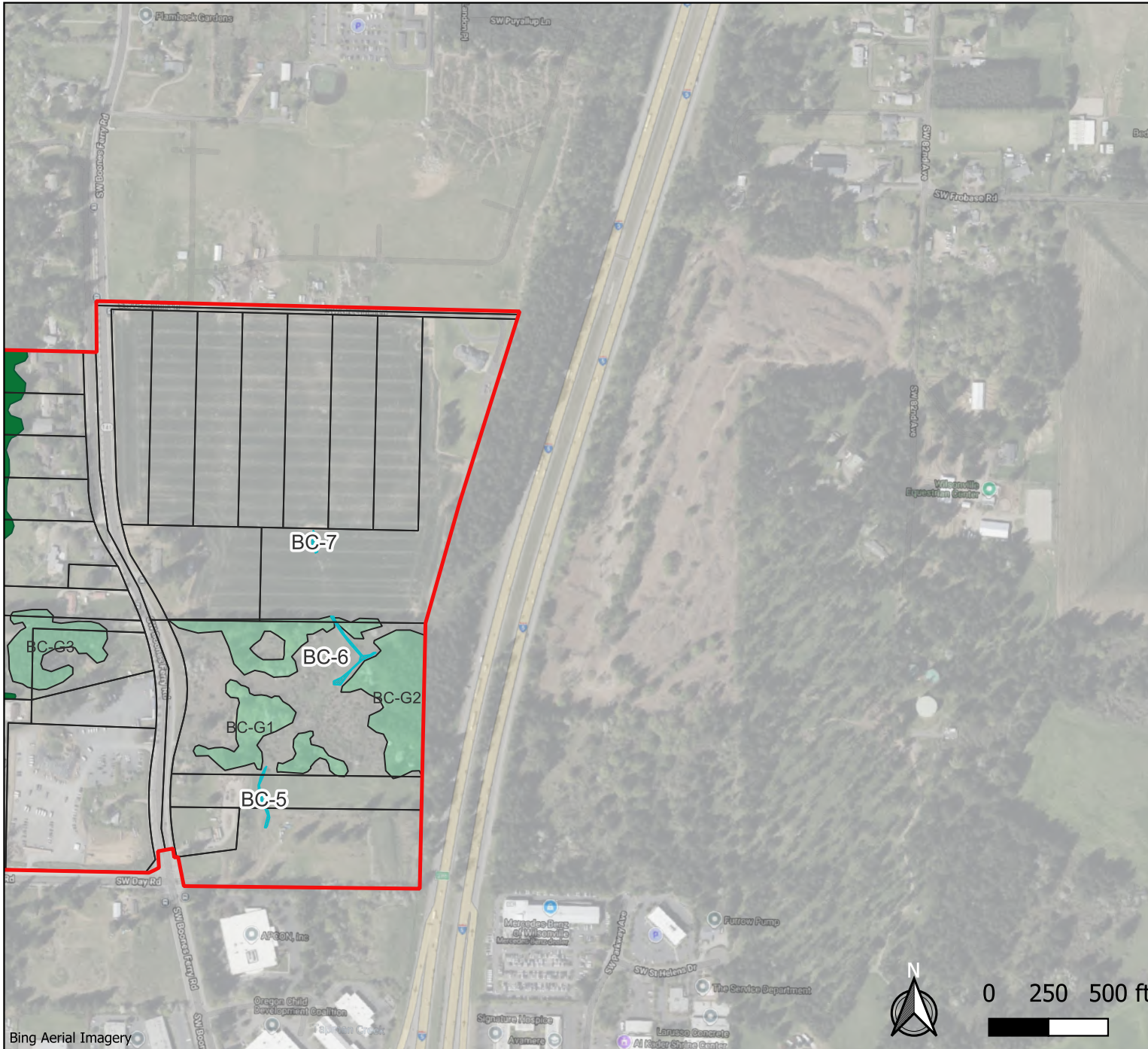
LEGEND

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



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Basalt Creek DRAFT  
 Natural Resource  
 Inventory:  
 Inset: 4



**LEGEND**

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



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# Appendix B

## Wetland Determination Data Sheets





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

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

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

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

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

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



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

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024  
 Applicant/Owner: City of Wilsonville State: OR Sampling Point: 2  
 Investigator(s): CM/AS Section, Township, Range: 2B, 3S, 1W  
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): Flat Slope (%): ~15  
 Subregion (LRR): LRR A Lat: 45.344183 Long: -122.777004 Datum: WGS84  
 Soil Map Unit Name: Saum silt loam NWI Classification: None  
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (if no, explain in Remarks)  
 Are vegetation \_\_\_\_\_ Soil \_\_\_\_\_ or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y  
 Are vegetation \_\_\_\_\_ Soil \_\_\_\_\_ or Hydrology \_\_\_\_\_ naturally problematic? If needed, explain any answers in Remarks.)

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

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

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

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

Remarks:

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

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

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

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

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

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

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

**Restrictive Layer (if present):**

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

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

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

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

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

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

**Field Observations:**

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

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

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

Remarks:

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

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

Project/Site: Basalt Creek City/County: Wilsonville/Clackamas Sampling Date: 6/27/2024  
 Applicant/Owner: City of Wilsonville State: OR Sampling Point: 3  
 Investigator(s): AS Section, Township, Range: 3C, 3S, 1W  
 Landform (hillslope, terrace, etc.): Excavation Local relief (concave, convex, none): Depression Slope (%): 5  
 Subregion (LRR): LRR A Lat: 45.337905 Long: -122.797160 Datum: WGS84  
 Soil Map Unit Name: Briedwell stony silt loam NWI Classification: PSS  
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No        (if no, explain in Remarks)  
 Are vegetation X Soil X or Hydrology X significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y  
 Are vegetation        Soil        or Hydrology        naturally problematic? If needed, explain any answers in Remarks.)

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

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

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

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

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

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

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

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

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

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

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

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

**Restrictive Layer (if present):**

Type: \_\_\_\_\_

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

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

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

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

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

**Field Observations:**

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

**Wetland Hydrology Present?**

Yes  No

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

Remarks:

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

PNR# 2025-0018  
Wilsonville Industrial Land Readiness, Basalt Creek

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

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

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

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

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

Soil Map Unit Name: Humaquepts NWI Classification: PEM

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

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

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

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

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

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

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





# Appendix C

## OFWAM Summary Sheets



# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

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

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

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

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

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

# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

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

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

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

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

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

# Wetland Characterization Sheet

**Project Name: Basalt Creek LWI**

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

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

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

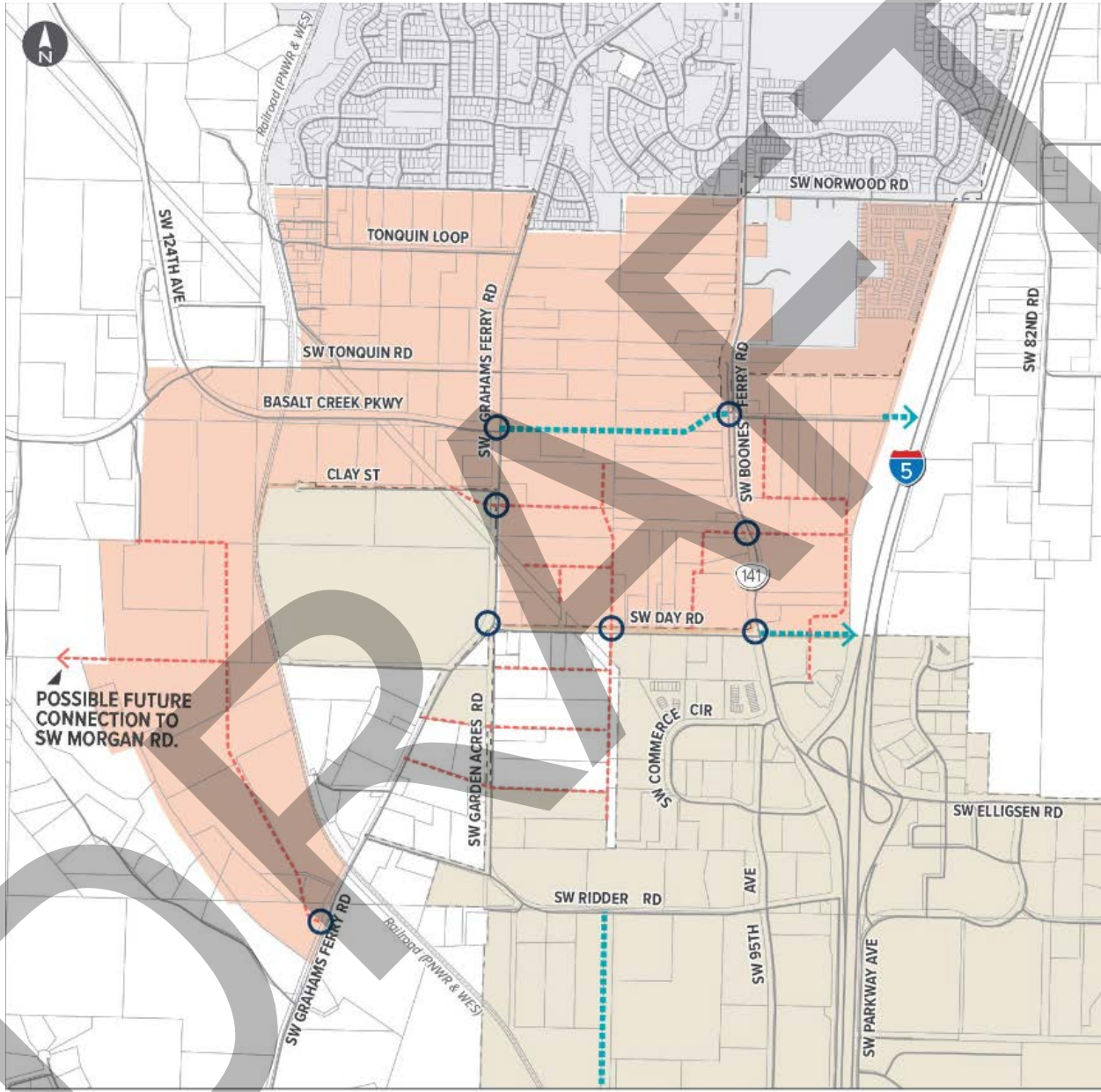
**Comments:**  
No. Wetland does not meet Significance criteria. Pond is excavated and used as a recreational space. Surrounding area is developed with heavy foot traffic. Trees exist within the upland adjacent to the wetland.

<b>COWARDIN CODES:</b>	E2FO = estuarine forested	E2SS = estuarine scrub shrub	E2EM = estuarine emergent
PFO = palustrine forested	PSS = palustrine scrub-shrub	PEM = palustrine emergent	PUB = palustrine unconsolidated bottom
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# Basalt Creek Infrastructure Summary

## Roads



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

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

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

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

## Water

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

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

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

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

## Wastewater

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

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

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

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

## Stormwater

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

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

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





# Synopsis of Basalt Creek Concept Plan Land Use Districts

## Introduction

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

## Analysis of Contractor Establishments

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

## Concept Plan Scenario Planning

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

## Final Concept Plan Development

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

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

## Basalt Creek Concept Plan Map and Land Use Types

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

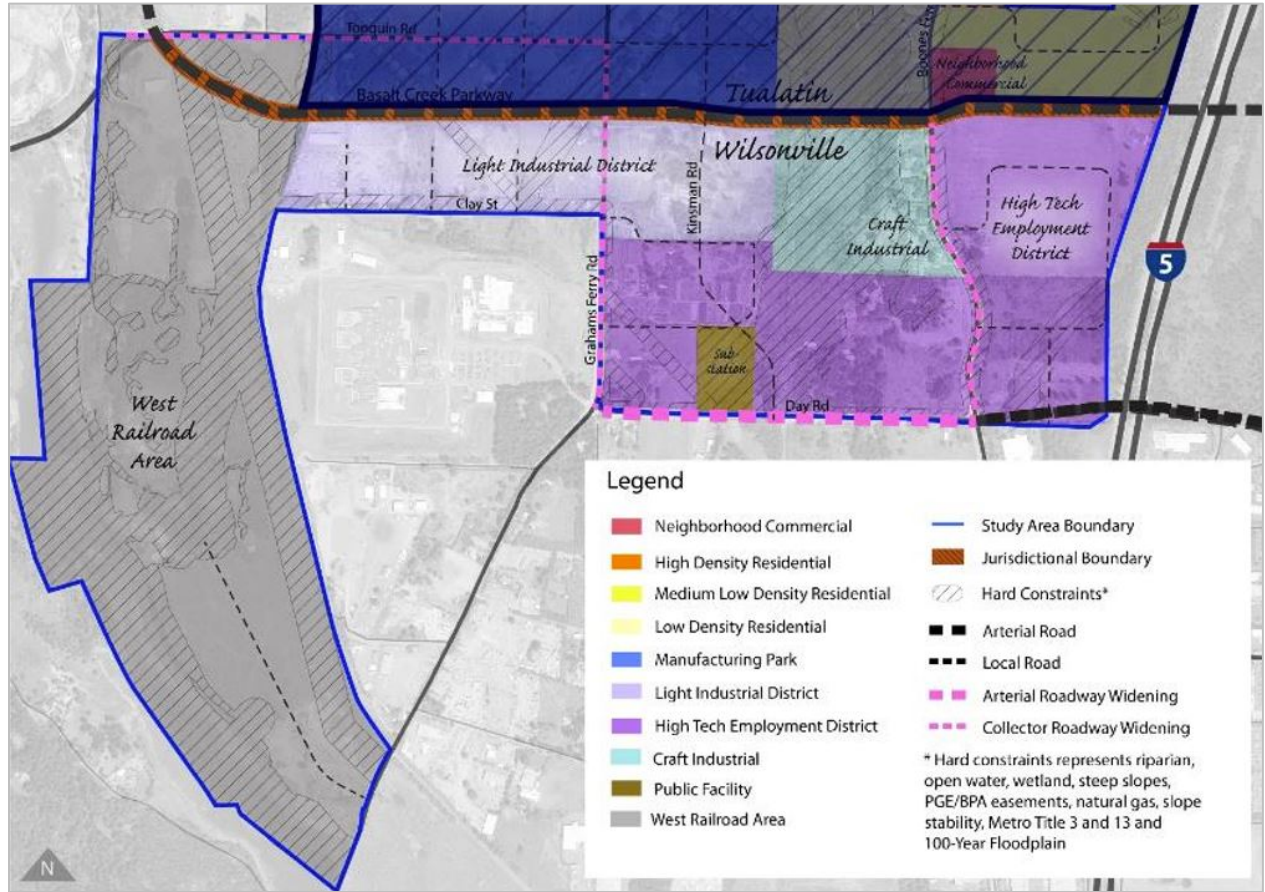
*Table 1. Assumed Use Mix for Basalt Creek Concept Plan Land Use Districts.*

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

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

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

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

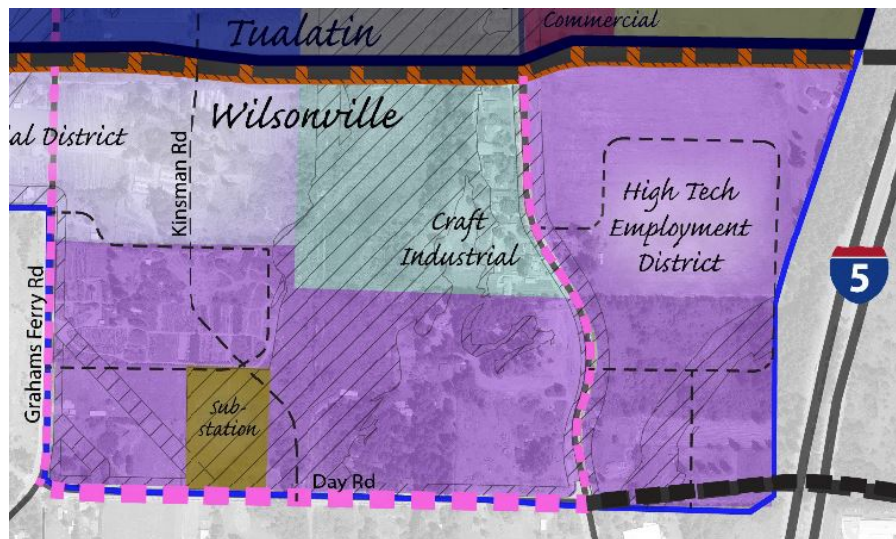


## Land Use Districts

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

### High-Tech Employment District

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



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

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

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

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



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

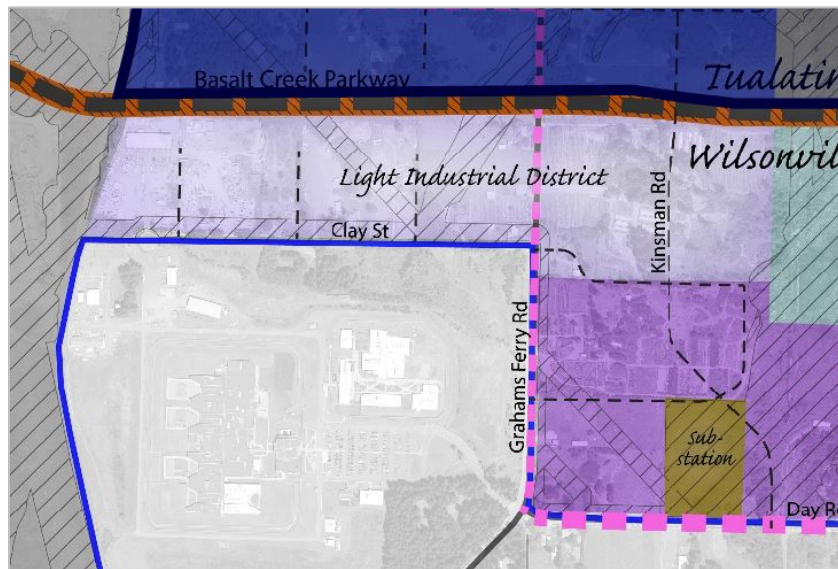
The Site Suitability Analysis prepared as part of Phase 1 of the WILR project includes the SW Greenhill site, which spans 57 acres in the High-Tech Employment land use type east of SW Boones Ferry Road.

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

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

## Light Industrial District

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



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

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



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

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

## Craft Industrial District

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



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

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







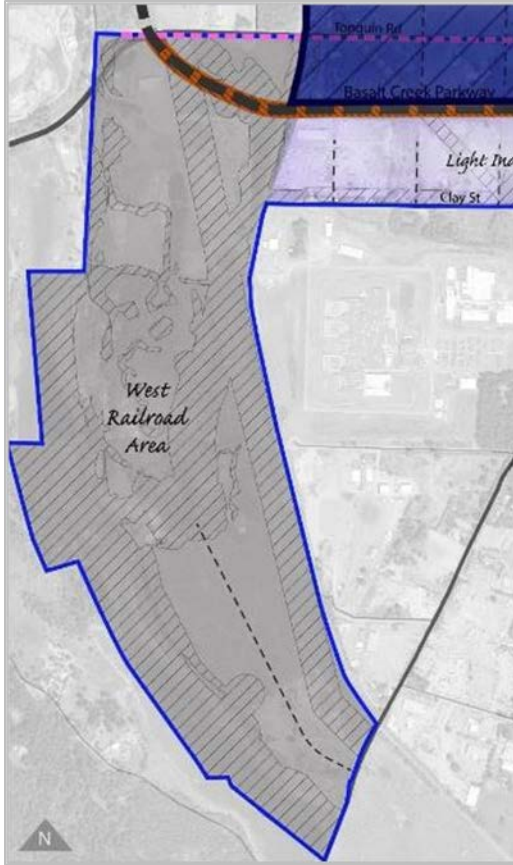
The BCCP envisioned a mix of uses in the Craft Industrial District that blend well with adjacent neighborhoods. These could include small tenant spaces for creative industries, such as incubator spaces, craft beer, wine, and food spaces, a tasting room, brewery, seamstress, photographer or photography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

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

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

## West Railroad

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



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

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