

AFFIDAVIT OF POSTING

ORDINANCE #209

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

I, the undersigned, City Recorder of the City of Wilsonville, State of Oregon, being first duly sworn on oath depose and say:

On the 28th day of April, 1982, I caused to be posted copies of the attached Ordinance #209, an ordinance amending the City's Comprehensive Plan and Plan Map, adopting said amended Plan and Map and repealing Resolution #144; Providing for penalties for violations thereof; repealing all conflicting ordinances or parts thereof, in the following four public and conspicuous places of the City, to wit:

WILSONVILLE POST OFFICE

WILSONVILLE CITY HALL


LOWRIE'S FOOD MARKET

KOPPER KITCHEN

The ordinance remained posted for more than five (5) consecutive days prior to the time for said continued public hearing on the 3rd day of May, 1982.


DEANNA J. THOM, City Recorder

Subscribed and sworn to before me this 4th day of May, 1982.


NOTARY PUBLIC, STATE OF OREGON

My commission expires: August 23, 1985

AFFIDAVIT OF POSTING

ORDINANCE #209


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

I, the undersigned, City Recorder of the City of Wilsonville, State of Oregon, being first duly sworn on oath depose and say:

On the 14th day of April, 1982, I caused to be posted copies of the attached Ordinance #209, an ordinance amending the City's Comprehensive Plan and Map; Adopting Said Amended Plan and Map and Repealing Resolution #144; Providing ofr Penalties for Violations Thereof; Repealing all Conflicting Ordinances or Parts Thereof, in the following four public and conspicuous places of the City, to wit:

- WILSONVILLE POST OFFICE
- WILSONVILLE CITY HALL
- LOWRIE'S FOOD MARKET
- KOPPER KITCHEN

The ordinance remained posted for more than five (5) consecutive days prior to the time for said public hearing on the 19th day of April, 1982.


DEANNA J. THOM, City Recorder

Subscribed and sworn to before
me this 20th day of April, 1982


NOTARY PUBLIC, STATE OF OREGON

My commission expires: August 23, 1985

ORDINANCE NO. 209

AN ORDINANCE AMENDING THE CITY'S COMPREHENSIVE PLAN AND MAP, ADOPTING SAID AMENDED PLAN AND MAP AND REPEALING RESOLUTION NO. 144; PROVIDING FOR PENALTIES FOR VIOLATIONS THEREOF; REPEALING ALL CONFLICTING ORDINANCES OR PARTS THEREOF; AND DECLARING AN EMERGENCY

WHEREAS, ORS 197.175 requires cities to prepare, adopt and implement Comprehensive Plans consistent with statewide land use planning goals and guidelines adopted by the Land Conservation and Development Commission in 1974 and subsequently amended, and ORS Chapter 665, Section 17, empowers the Metropolitan Service District to recommend or require cities and counties to make necessary changes in any plan to insure compliance with the District's Metropolitan goals and objectives, and

WHEREAS, on July 7, 1980, under the provisions of Resolution No. 144, attached hereto as Exhibit A-1, the City Council adopted a new Comprehensive Plan and Land Use Map for the City of Wilsonville, attached hereto as Exhibit A-2, and

WHEREAS, said Resolution, together with Comprehensive Plan, Land Use Map and supporting documents, were submitted to the Land Conservation and Development Commission on August 29, 1980, for acknowledgement review, and

WHEREAS, on October 30, 1981, the Land Conservation and Development Commission found the City's Comprehensive Plan and implementing Ordinances did not comply with Goals 2, 5, 6, 9, 10, 11, 14 and 15 and subsequently granted the City a 150-day continuance to revise the Plan and implementing Ordinances to comply with said Goals. The Commission's Acknowledgement Review Report is attached hereto as Exhibit B, and

WHEREAS, Amendments to the Comprehensive Plan and Map were prepared and approved by the Planning Commission after extensive study and numerous public workshops and said Amendments were considered and public testimony was entered into the public record at a public hearing before the Planning Commission and City Council

held at the Wilsonville Tektronix Main Auditorium at 7:30 P.M. Wednesday, March 24, 1982, and

WHEREAS, all objections entered into the public record were fully considered by the Planning Commission and necessary revisions were made to the proposed Amendments as set forth in the Planning Commission's Resolution attached hereto as Exhibit C-2, and

WHEREAS, Plan Amendments as recommended by the Planning Commission were fully considered by the City Council at a regularly scheduled meeting held at Wilsonville City Hall, 7:30 P.M., Monday, April 5, 1982, and again considered at a public hearing held at Wilsonville City Hall, 7:30 P.M., Monday, April 19, 1982, and

WHEREAS, the Comprehensive Plan and Land Use Map, together with Amendments recommended by the Planning Commission, will aid and enable proper land conservation and development in the City consistent with statewide Goals and supported by the attached Findings and Exhibits.

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

Section I. The Comprehensive Plan attached hereto as Exhibit A-1 and adopted July 7, 1980, is hereby amended as recommended by the City Planning Commission as set forth in the Planning Commission Resolution attached hereto as Exhibit C-1, is hereby adopted as amended and shall be known as the Comprehensive Plan for the City of Wilsonville, Clackamas and Washington Counties, State of Oregon.

Section II. The Comprehensive Plan Map attached hereto as Exhibit C-3 shall be identified by the signature of the Mayor attested by the City Recorder, together with the date of adoption of this Ordinance. The Plan Map shall be publicly displayed and maintained in the Wilsonville City Hall.

Section III. Following acknowledgement of compliance by the Land Conservation and Development Commission, the Planning Director is hereby authorized to prepare a revised Plan text, including a reduced copy of the Comprehensive Plan Map and incorporating all Amendments as set forth herein and as set forth in Ordinance No. 176.

The original and two copies shall be kept and maintained on file in the office of the City Recorder for use and examination by the public and copies thereof shall be prepared by the Planning Director and made available to anyone on request for a fee, which fee may be determined from time to time by the City Administrator.

Section IV. A copy of the Comprehensive Plan and Map shall be furnished, without cost, to the governing bodies of Clackamas and Washington Counties, and to any other public agency.

Section V. Illegal or unconstitutional provisions. If any portion or section of this Ordinance is declared illegal or unconstitutional by a competent court of law, LUVA or LCDC, the remaining provisions or sections of this Ordinance shall remain in full force and effect.

Section VI. Repeal of prior Ordinances. All Ordinances or parts of Ordinances and conflicts herewith are hereby repealed.

Section VII. Penalties for violations and civil enforcements.

(A) Any person violating any provision of this Ordinance shall be punished upon conviction by (1) a fine of not more than \$100 for each day of violation where the offense is a continuing offense, (2) a fine of not more than \$500 where the offense is not a continuing offense.

(B) The City Council may authorize and direct the City Attorney to institute any necessary legal proceedings to enforce the provisions of this Ordinance.

Section VIII. Exhibits. The following Exhibits are hereby adopted as supporting documentation of the City Council's consideration of the Comprehensive Plan as recommended by the Planning Commission.

A-1 Resolution No. 144

A-2 Comprehensive Plan, adopted July 7, 1980

B. DLCD Staff Report, dated October 15, 1981, and LCDC Continuance Order adopted October 30, 1981.

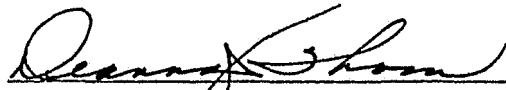
C-1 Planning Commission Resolution and Recommended Plan - Plan Amendments, dated March 24, 1982,

together with Minutes from public hearings held March 17 and 24, 1982.

- C-2 Planning Commission Findings Report adopted March 24, 1982.
- C-3 Comprehensive Plan Map recommended by the Planning Commission, March 24, 1982.
- D Transportation Master Plan, December, 1981.
- E Analysis of Growth, Appendix II, December, 1981.
- F Community Development and Land Use Survey - July 1, 1981.
- G Washington County - City of Wilsonville Urban Planning Area Agreement.

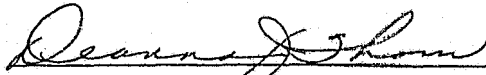
Section IX. Emergency declared and effective date. Inasmuch as this ordinance is necessary for the immediate preservation of the health, safety and general welfare of the City of Wilsonville and the inhabitants thereof, an emergency is hereby declared to exist and this Ordinance shall take effect immediately upon its final passage by the City Council and signing by the Mayor.

Submitted to the Council and read for the first time at a regular meeting thereof on the 5th day of April, 1982 and scheduled for second reading at a regular meeting of the Council on the 19th day of April, 1982, commencing at the hour of 7:30 o'clock P.M., at the Wilsonville City Hall.


DEANNA J. THOM, City Recorder

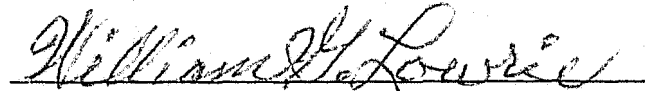
Read by title only at a regular meeting of the Council on April 19, 1982 and continued after discussion for final action at a regular meeting of the Council on Monday, May 3, 1982.

ENACTED by the Council on the 3rd day of MAY,
1982, by the following votes: YEAS 4 NAYS 0.



DEANNA J. THOM, City Recorder

DATED and signed by the Mayor this 4th day of May,
1982.



WILLIAM G. LOWRIE, Mayor

PLANNING COMMISSION RESOLUTION
RECOMMENDED COMPREHENSIVE PLAN AMENDMENTS

WHEREAS, on July 7, 1980, the City Council adopted the new Comprehensive Plan for the City of Wilsonville as recommended by the Planning Commission, and

WHEREAS, said Comprehensive Plan and implementing Ordinances were submitted to the Oregon Land Conservation and Development Commission (LCDC) on August 29, 1980, for review and acknowledgment with the Statewide Planning Goals, and

WHEREAS, on October 30, 1981, the City's Comprehensive Plan and implementing Ordinances were reviewed by LCDC and subsequently the Commission found that the City's Plan did not comply with Goals 2, 5, 6, 9, 10, 11, 14 and 15 and, therefore, the City was granted a 150-day continuance to address the goal deficiencies, and

WHEREAS, the City Planning staff, the Planning Commission, members of the City Council and interested parties initiated an analysis of the LCDC In Order to Comply Statement together with consideration of amendments to the Comprehensive Plan, and

WHEREAS, the Comprehensive Plan Amendments recommended by the Planning Director were reviewed at eight separate public workshops followed by two public hearings held on March 17, 1982, beginning at 7:30 p.m. and continued to March 24, 1982, at 7:30 p.m., both meetings held at the Tektronix Main Auditorium, 26600 S. W. Parkway Avenue, Wilsonville, at which time findings and public testimony were entered into the public record, and

WHEREAS, the Planning Commission finds the proposed Amendments as herein described to be reasonable and acceptable responses to the goal deficiencies identified by LCDC.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Commission does hereby recommend to the City Council adoption of the Comprehensive Plan Amendments as herein described.

FINDINGS

The findings listed in Exhibit No. 4 are hereby adopted by the Planning Commission and entered into the public record as confirmation of its consideration of the LCDC Acknowledgment objections and recommendations and findings of the Planning Director.

EXHIBITS

The following exhibits are hereby entered into the public record by the Planning Commission as confirmation of its consideration of the Comprehensive Plan and Code Amendments.

1. City of Wilsonville Comprehensive Plan adopted July 7, 1980, and Subdivision Ordinance No. 16, Design Review Ordinance No. 38, Zoning Ordinance No. 154 and Chapters 2 and 4 of the Wilsonville Code.
2. LCDC Staff Report and In Order to Comply Order dated October 15, 1981, and adopted October 30, 1981.
3. Transportation Master Plan Report dated December, 1981.
4. Summary of LCDC In Order to Comply Statements and staff findings prepared by the Planning Director dated February 2, 1982.
5. Letters and written testimony submitted by:
 - a. Letter from Cam Stekete of Westech Engineering dated January 27, 1981.
 - b. Letter from Pete Olson dated January 27, 1981.
 - c. Letter from Richard C. Matthews dated January 28, 1981.
 - d. Letter from Paul J. C. Yang of the Robert Randall Company dated January 30, 1981.
 - e. Letter from Robert E. Stacey, staff attorney for 1000 Friends of Oregon dated February 2, 1981.
 - f. Letter from Gregory S. Baldwin of Zimmer, Gunsul, Frasca Partnership dated February 5, 1981.
 - g. Letter from Nancy R. Tuor, Planning Division Manager of CH2M Hill dated February 12, 1981.
 - h. Letter from Patrick C. Jordan of Willamette Factors, Inc. dated March 2, 1981.

- i. Letter from Kevin L. Hanway, staff attorney for Home Builders Association of Metropolitan Portland dated March 16, 1982.
- j. Letter from Carl Swett of Print Right dated March 24, 1982.

ACTION TAKEN BY PLANNING COMMISSION AT MARCH 24, 1982 MEETING:

Rich Drew moved to adopt the Amendments with specified revisions to Policy 4.5.1 and the Street System Master Plan Map and the Growth Management Ordinance. Seconded by Arland Andersen, passed 5-0.

RECOMMENDED COMPREHENSIVE PLAN AMENDMENTS

Based on staff recommendations and the discussions at eight public workshops, the following Amendments are proposed to the Comprehensive Plan:

Comp Plan, page 5, amend to read:

Planning/Zoning Procedures

The provisions of this Plan shall be administered through case-by-case zoning and site plan review procedures as set forth in Chapter 4 of the City's Code. The Code shall clearly define the standards that must be met to obtain a zone change and/or site plan approval.

The purpose of this case-by-case review is to apply the general Plan goals, objectives and policies to specific properties and development proposals. Often zone changes are applied for simply to improve the real estate value of the property rather than for a specific development proposal. In addition, not all types of development create equal community impacts. Therefore, each development must be evaluated on its own merits and liabilities. Specific zoning objectives are as follows:

- Minimize processing of zone changes for speculative real estate purposes.
- To provide a case-by-case analysis of impacts on public facilities and services, and to determine specific conditions in terms of phasing of developments related to needed facility improvements.
- To provide for site impact analysis related to specific development proposals.

All land development proposals shall be reviewed for conformity to this Plan and its implementing Ordinances.

Comp Plan, page 9, beginning with second paragraph, amend to read:

Wilsonville is currently only 25% developed and has an existing population of approximately 3,385 people. While the City's population has more than tripled since its incorporation, in late 1968, economic development has grown more rapidly, yielding an existing employment base of some 4,759 jobs.

Based on Metro's (1981) regional growth allocation statistics, Wilsonville has a projected population growth to 15,600 by the year 2000. In the same time period, the City's economic growth is expected to generate a total of 14,400 jobs.

The City has already approved plans and could issue Building Permits for an additional 860 residential units. In addition, land has been zoned and preliminarily planned for another 3,700 units. The City has also already zoned some 309 acres of commercial and 485 acres of industrial land.

The City is concerned that uncontrolled rapid growth would seriously impact and overload the available public facilities and services. It would also deteriorate the City's current pleasant living and working environment. Therefore, the following goal and supporting objectives have been established as a framework for growth management policies and procedures."

Amend Goal subtitle on page 9 to read:

City of Wilsonville

Goal 2.1 . . . (wording unchanged).

Comp. Plan, page 12, amend Policy 2.2.2 to read:

"To insure timely, orderly and efficient use of public facilities and services, while maintaining livability within the community, the City shall establish a Growth Management Program consistent with the City's regional growth allocation, and coordinated with a Capital Improvements Plan."

Delete Note.

Revise:

"(a) The Planning Commission shall monitor growth-related data . . . and shall, as determined necessary following a public hearing, recommend to the City Council a Growth Management Plan."

Delete paragraph (b) - to be incorporated into Growth Management Ordinance.

Retain paragraph (c), but redesignate to (b) and reword to read:

". . . the Planning Commission may, as a Condition of Approval, set an annual phasing schedule coordinated with scheduled Capital Improvements, particularly streets and related transportation facilities."

Comp. Plan, page 21, amend Policy 3.3.1 to read:

- "(a) The Street System Master Plan (Map I) has been designed to meet projected year 2000 traffic volumes. It specifies the design standards for each arterial and major collector street. The conceptual location of proposed new major streets are also identified. However, actual alignments may vary from the conceptual alignments based on detailed engineering specifications and design considerations, provided that the intended function of the street is not altered. While local residential streets are considered a part of the Master Street System, they are not shown on the Master Plan. The alignment of local streets shall be evaluated on a project-by-project basis. Other streets not shown on the Plan may also be considered, if determined necessary for safe and convenient traffic circulation.
- (b) Figure I defines the Functional Street Classification System and specifies the physical design characteristics (right-of-way and pavement width, curbs, sidewalks, etc.) of the various street classifications. Table I and Figure II identify specific proposed exceptions to the design standards.
- (c) All streets shall be designed and developed in accordance with the Master Plan and street standards, except as the Planning Commission may approve specific modifications through the planned development process. Such modifications shall be made in consideration of existing traffic volumes and the cumulative traffic generation potential of the land uses being developed. At a minimum, all streets must be developed with sufficient pavement width to provide two lanes of traffic, unless designated for one-way traffic flow. However, adequate emergency vehicle access and circulation must be provided.
- (d) Map II identifies designated truck routes. These streets shall be developed to arterial street construction standards and should be posted as truck routes."

Amend Policy 3.3.2 to read:

- "(a) All arterial and collector streets shall be dedicated public streets. To insure adequate protection of potential future right-of-way needs, minimum setbacks shall be established adjacent to arterial streets. In addition, to maintain efficient traffic flows, intersections with arterial streets shall be minimized, and property owners shall be encouraged to consolidate driveways.

- (b) Through the planned development process, local streets may be approved as private streets, provided that adequate emergency access is available and that appropriate deed restrictions, homeowners' association requirements, etc. are established to insure proper maintenance."

Amend Policy 3.3.3 to read:

- (second paragraph) . . . If the proposed development would cause an existing street to exceed the minimum service capacity, then appropriate improvements shall be made prior to occupancy of the completed development. Said improvements may be deferred if they are scheduled and funding is confirmed through the City's Capital Improvements Plan for construction within two years of the date of occupancy, provided that such a postponement of improvements would not seriously endanger public health and safety. In such cases, interim improvements shall be required."

Amend Policy 3.3.5 to read:

- "(a) The City shall assume the responsibility to plan, schedule and coordinate all street improvements through a Capital Improvements Plan. A priority will be given to eliminating existing deficiencies and in upgrading the structural quality of the existing arterial system.

The City shall also encourage the state (ODOT) and the counties to acknowledge or adopt the City's street standards to insure consistent application of street improvement requirements regardless of the jurisdictional control of the road in question.

- (b) Individual developments shall be responsible to provide all collector and local streets. Developers and property owners of developing property shall also collectively assume the responsibility of providing "extra capacity" to the existing street system. To insure development of an adequate street system, the City shall collect a Systems Development Fee as development occurs. Funds collected shall be allocated through the Capital Improvements Plan as needed to provide extra capacity service.
- (c) Maintenance of the developed street system is a general public obligation. The City shall coordinate routine and necessary maintenance with the appropriate state or county agency.

Amend Policy 3.3.11 to read:

- "(a) The Pathway Master Plan (Map III) identifies the general alignment of primary routes for pedestrian, bicycle and equestrian travel. It has been designed to provide connections between residential neighborhoods and major commercial, industrial and recreational activity centers through the City. The system has been coordinated with pathways planned in adjacent jurisdiction to allow for regional travel.
- (b) User safety and convenience and security for both path users and adjacent property owners shall be a primary consideration in determining the actual location and routing of pathways.
- (c) The City shall establish pathway construction standards to be incorporated into the Public Works Standards.

Amend Policy 3.3.12 to read:

- (a) All primary pathways shall be constructed in accordance with the Master Plan, with specific alignments to be approved by the Planning Commission. All major street construction or improvements shall be coordinated with the Pathway Master Plan.
- (b) The City shall schedule and coordinate all pathway improvements. A priority will be given to completing specific links of the system, thereby avoiding deadend pathways.

When land is developed which includes a designated pathway, appropriate dedication of right-of-way or easements shall be required. In cases where the proposed development will substantially increase the need for the path, construction may also be required prior to occupancy.

- (c) The City shall encourage development of secondary pathways internal to individual developments. Secondary paths shall be designed and provided by private development as new construction occurs and shall be coordinated with the primary pathway system.

Delete Policy 3.3.13 (incorporated into 3.3.11) and add:

"The Pathway Plan map shows the location of proposed primary bike paths and pedestrian/equestrian trails. The primary system will provide access to and connections between the major residential neighborhoods and activity areas of the City. It is also designed to provide connections to pathways planned outside of the City by other jurisdictions.

The street standards indicate that concrete sidewalks are to be developed on both sides of all streets. However, in most cases, a sidewalk will be provided on one side and a combination sidewalk/bike path on the other side. Typically, this will allow for separation of travel modes, although some mixed mode travel is expected to occur.

All bike paths are to be developed with concrete or asphalt paving. Standard sidewalks will be concrete, while pedestrian/equestrian trails may have a gravel or sawdust surface.

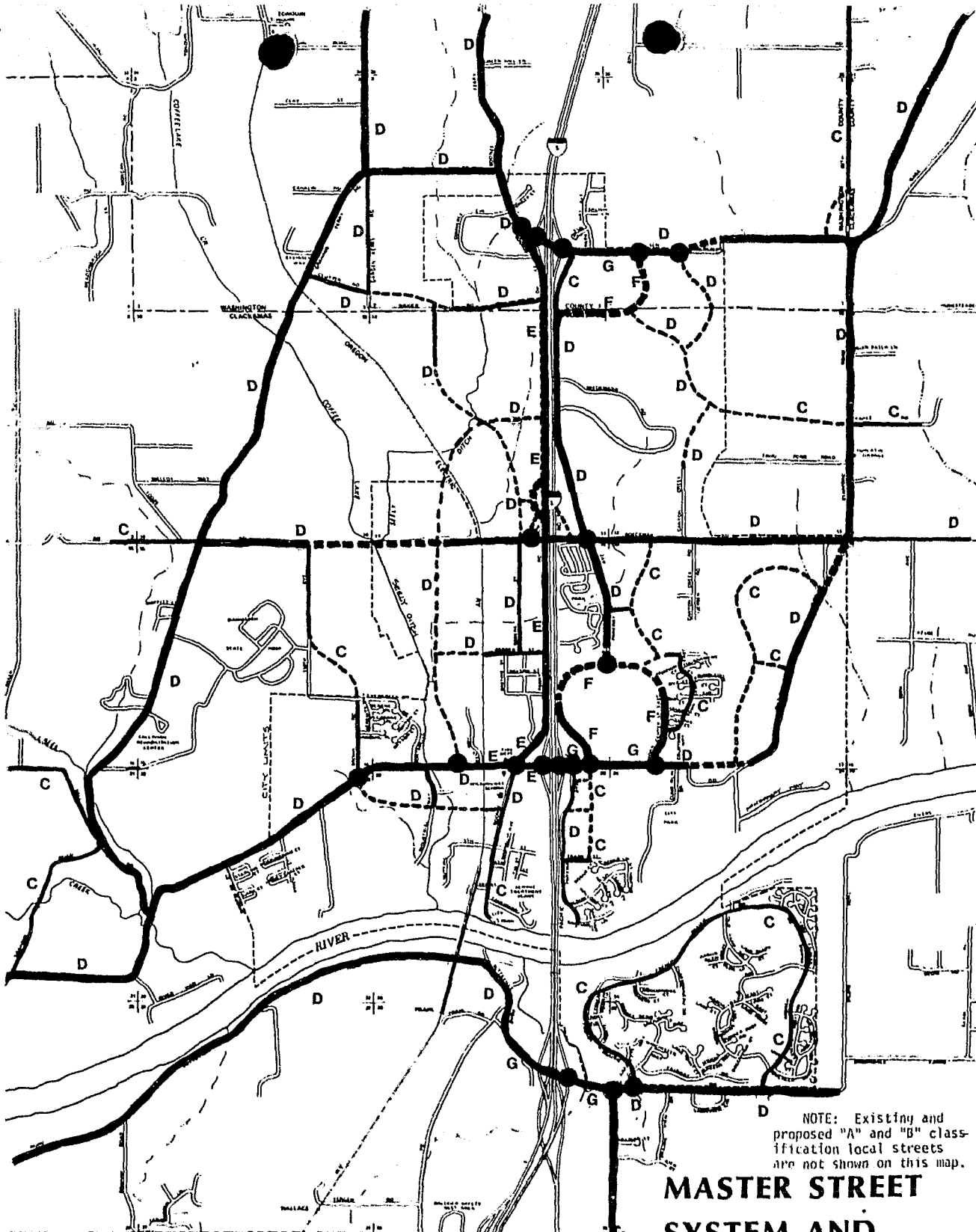
The primary bike path system is proposed to be developed with Class I bike paths only, unless physical barriers and interim phasing warrants Class II or III bike paths. Definitions of Class I, II and III bike paths are as follows:

Class I bikeway - a bikeway completely separated from vehicular traffic and within an independent right-of-way or the right-of-way of another facility. Bikeways separated from vehicles but shared by both bicycles and pedestrians are included in the classification.

Class II bikeway - any bikeway which is part of the roadway or shoulder and delineated by pavement markings or barriers such as extruded curb or pavement bumper blocks. Vehicle parking, crossing or turning movements may be permitted within the bikeway.

Class III bikeway - any bikeway sharing its traffic right-of-way with motor vehicles and designated by signing only.

Beginning on page 25, revise Street Standards by replacing or adding, Map I, Figure I, Table I, Figure II, Map II and Map III.



NOTE: Existing and proposed "A" and "B" classification local streets are not shown on this map.

MASTER STREET SYSTEM AND FUNCTIONAL CLASSIFICATION (Recommended Plan)

- LEGEND**
- EXISTING PROPOSED
 - - - - - - COLLECTOR STREETS
 - - - - - - ARTERIAL STREETS
 - C to G DESIGN STANDARDS
 - TRAFFIC SIGNALS

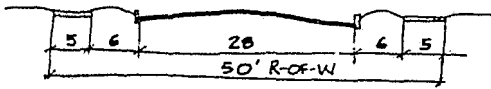
SCALE IN FEET

▲ NORTH

FUNCTIONAL STREET

Cul-de-sac

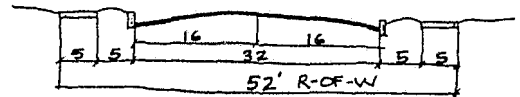
A



CLASSIFICATION STANDARDS

Local Residential

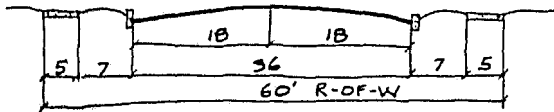
B



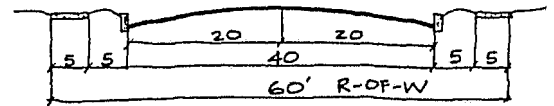
Residential Collector

Industrial Collector, and Minor Arterial

C

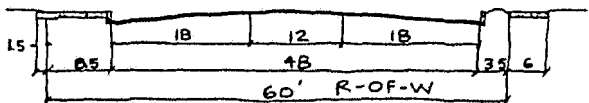


D



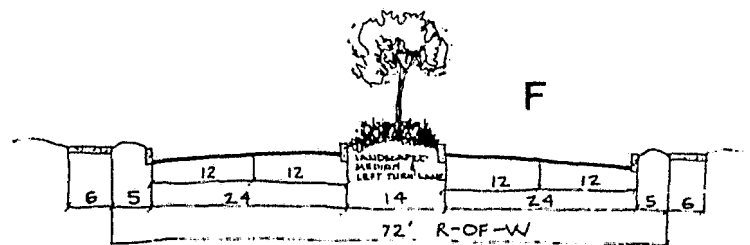
Major Arterial

E

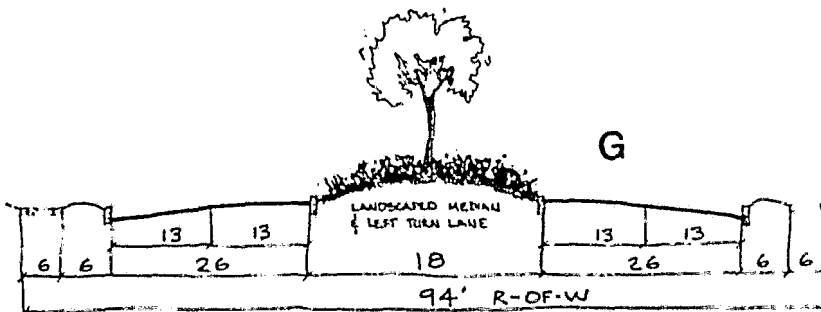


CAN BE STRIPED FOR EITHER 3 OR 4 LANES

F



G



Primary Bike Paths may be located on easements in accordance with Primary Bike Path Master Plan.

TABLE I
CITY OF WILSONVILLE

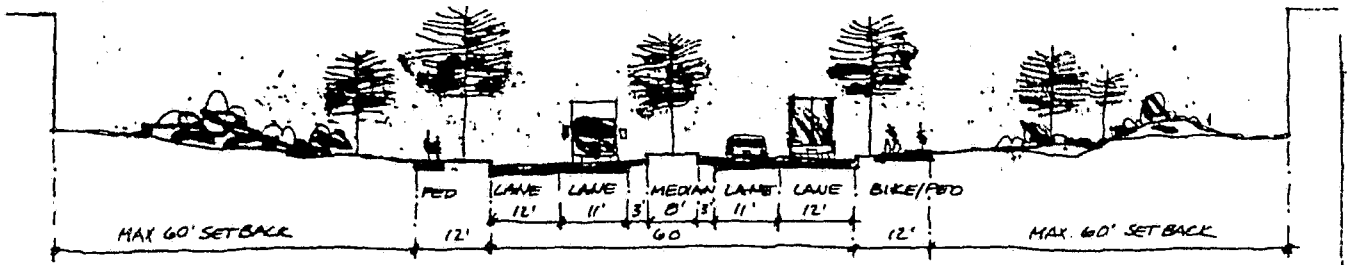
EXCEPTIONS TO PROPOSED STREET STANDARDS

<u>STREET STANDARD</u>	<u>STREET NAME, LOCATION AND SPECIAL DESIGN STANDARDS</u>
E	Boones Ferry Road - north of Wilsonville Road - 60-foot right-of-way - 48 feet paved including Class II bike path. No sidewalk on east side adjacent to Freeway (GM guardrails adjacent to I-5 should be installed. The proposed Boeckman interchange will require a partial realignment under the off-ramp bridge.
D	Elligsen Road realigned - east of realigned Parkway Avenue. Preserve 72-foot right-of-way to develop an F standard in the future.
G	Elligsen Road - between realigned Parkway Avenue and Boones Ferry Road. Four travel lanes on Freeway overpass. One westbound lane, one left-turn lane and two eastbound lanes. Provide 44 feet of pavement on overpass and 52 feet of pavement east and west of overpass.
C	Parkway Avenue - between realigned Parkway Avenue and Elligsen Road. Only one-way southbound traffic permitted. No sidewalk west side. Does not need full 36 feet of pavement.
D and F	Parkway Avenue - between Elligsen Road and Town Center Loop and south of Wilsonville Road. 60-foot right-of-way and no sidewalks on west side adjacent to Freeway (see Figure III). GM barriers should be provided where street parallels I-5.
D	Wilsonville Road - east of Town Center Loop East. Realign with Stafford Road and bypass "S" curve.
G/F	Wilsonville Road - between Freeway and Town Center Loop East, except reduce to three lanes at underpass with two 13-foot travel lanes and one 10-foot left-turn lane (interim design). Plan for five-lane Section F underpass without landscape median.
E	Wilsonville Road - between Freeway and Boones Ferry Road. Stripe for four 12-foot travel lanes. Preserve 72-foot right-of-way for future F standard.
E	Wilsonville Road - between Kinsman Road and Boones Ferry Road. Preserve 72-foot right-of-way for future F standard.
D	Wilsonville Road - west of Kinsman Road.
C	65th Avenue - realign to provide offset from Elligsen Road and Stafford Road intersection.

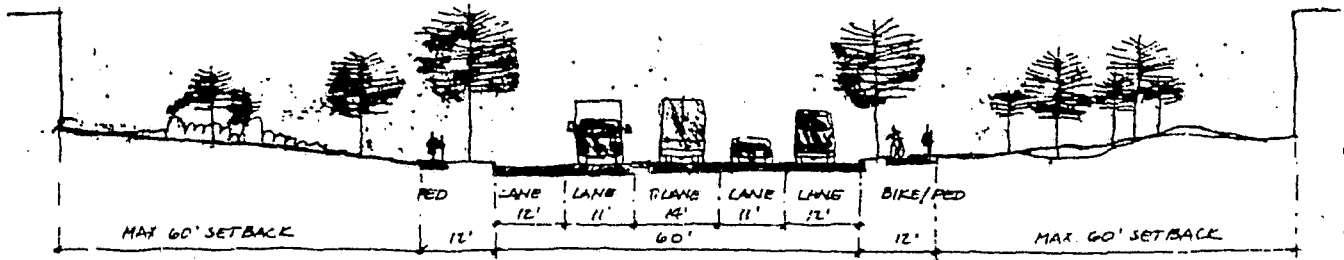
TABLE I

PROPOSED STREET SECTION
 PARKWAY AVENUE - PARKWAY CENTER

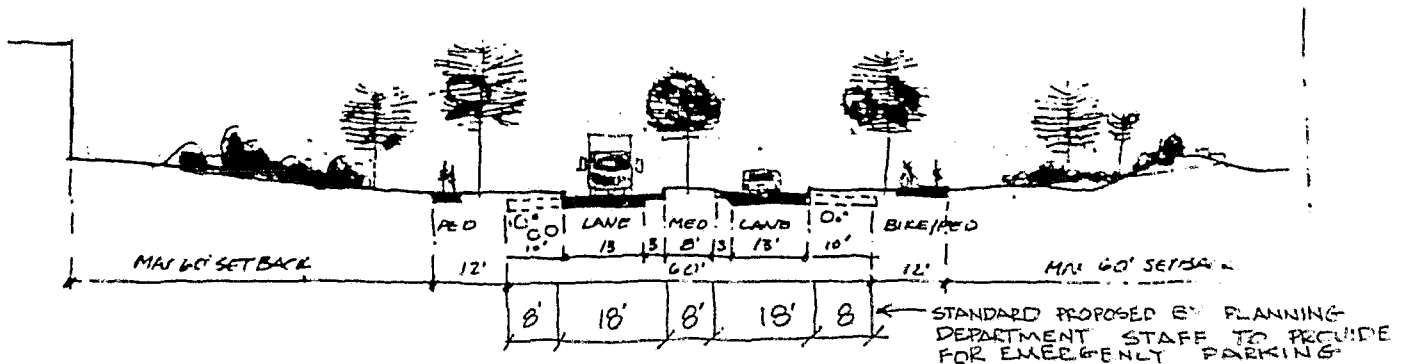
STREET STANDARD "F"



In anticipation of future increases in traffic volumes through this section resulting from development of Parkway Center, Tektronix, Ash Meadows, etc., a future street section is designed to provide for two travel lanes in each direction with a median or center turn lane. Bike-pedestrian pathways would be placed on easements outside of the 60-foot right-of-way.

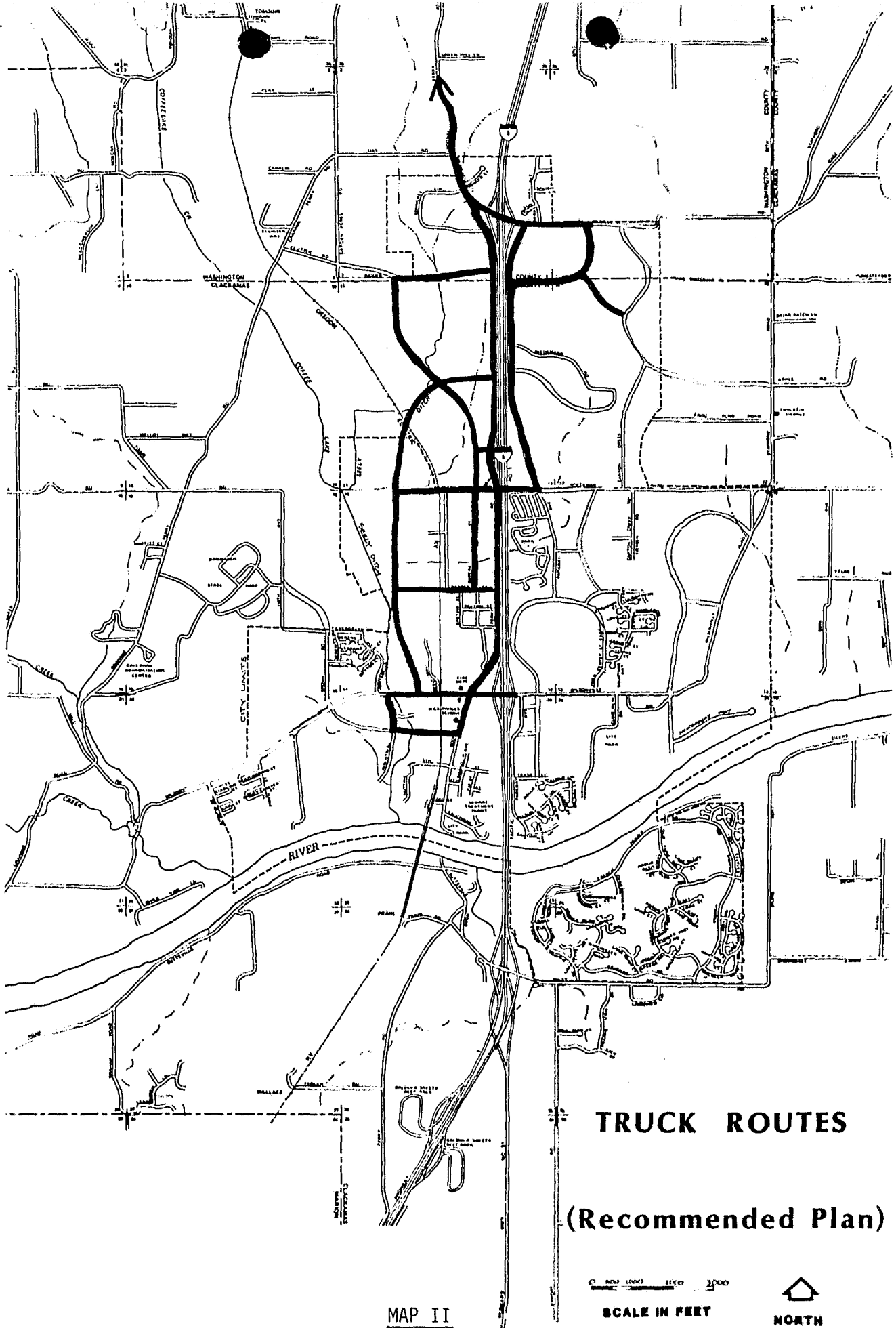


To provide maximum turning radii, the entire median would be eliminated where left turn lanes are needed.



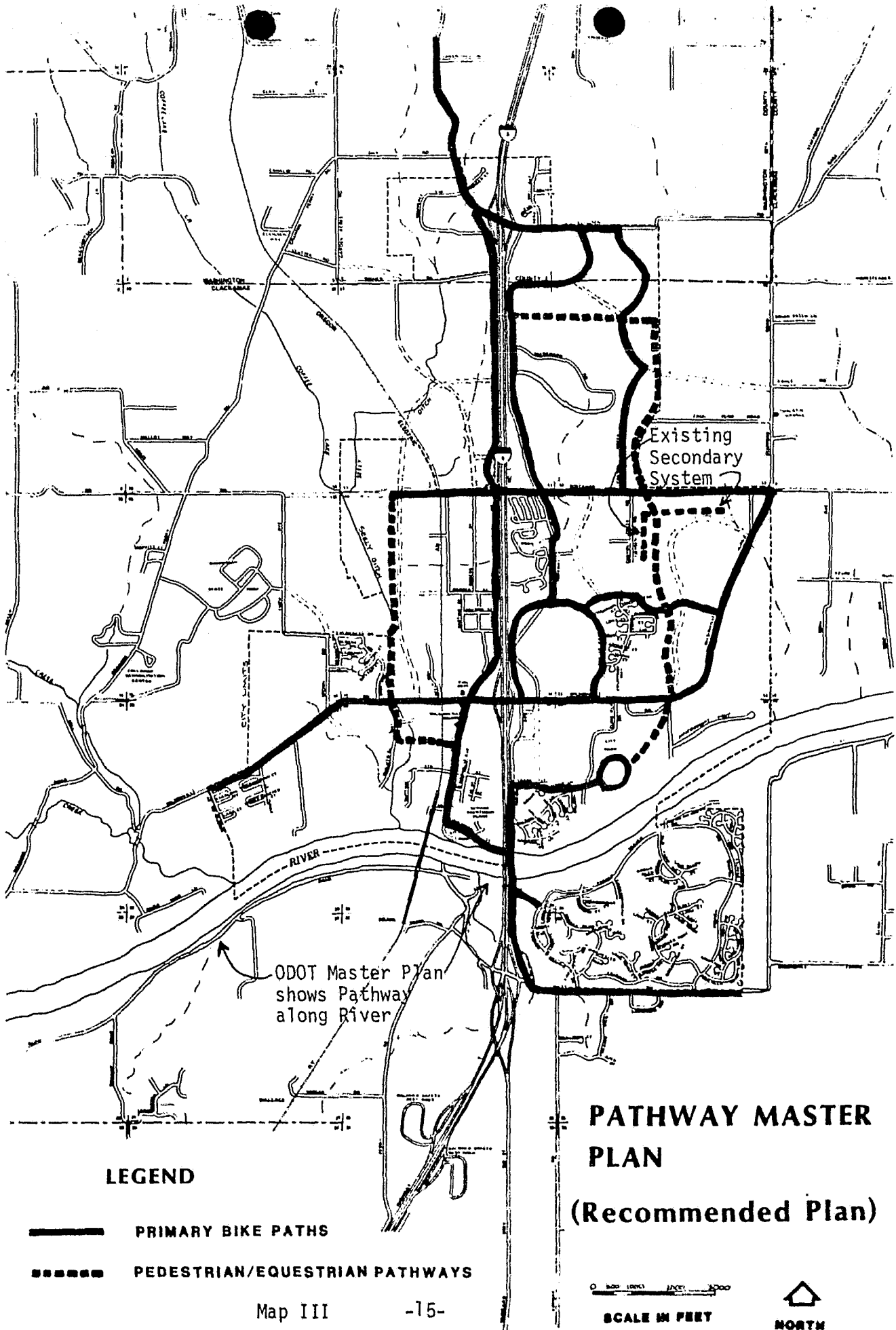
Initial development is proposed with an interim street section based on Buttke's recommendations for a three-lane configuration, but incorporating a median where left turn lanes are not necessary.

FIGURE II



TRUCK ROUTES
(Recommended Plan)

MAP II



LEGEND

- PRIMARY BIKE PATHS
- - - - -** PEDESTRIAN/EQUESTRIAN PATHWAYS

PATHWAY MASTER PLAN
(Recommended Plan)

0 1000 2000 FEET
SCALE IN FEET



Comp. Plan, page 42, amend to read:

"SOLID WASTE

Within the City of Wilsonville solid waste disposal is currently handled by United Disposal Service which operates under an exclusive franchise agreement with the City.

Within the Portland metropolitan area solid waste is rapidly becoming a priority concern. The average family of four generates about four tons of garbage a year, which ends up in sanitary landfills. The existing landfills in the metropolitan area are filling up and it is nearly impossible to site new ones.

In addition, the disposal of domestic yard debris and debris created from lot clearing for construction is an issue that will soon compound the solid waste problem. In the past this type of waste has been disposed of through burning. However, since 1970, due to air pollution problems (non-attainment of Federal Air Quality Standards), burning has been restricted to two special burning seasons, once in the spring and once in the fall. The Oregon Legislature has recently extended the Backyard Burning Law, which would have prohibited open burning as of December 15, 1980. However, even if the Legislature continues to extend the burning bill, it will only be as an interim measure still requiring development of alternative disposal techniques at some time in the near future.

New landfills will have to be sited to handle future solid waste. The responsibility and authority for siting landfills and developing a solid waste management plan lies with the Metropolitan Service District (Metro).

This plan recognizes that solid waste disposal is a complex concern requiring regional solutions. The location of new landfills must be based on logical siting standards which protect both the environment and developing urban areas.

This plan also recognizes, however, that a successful solid waste management plan will have to deal with much broader issues than just landfills. Such a regional plan must address the issue of throwaway products and emphasize programs for waste reduction rather than discard as a long-term solution.

Policy 3.9.1 The City acknowledges Metro's legislative authority for regional solid waste management and landfill siting. The City further acknowledges Metro's adopted Landfill Siting Standards, and shall continue to cooperate and coordinate with Metro on these issues to insure orderly and equitable solutions are developed and that the adopted Standards are consistently applied. The City may also, from time to time recommend adoption of solid waste management strategies or programs or revisions to the current Landfill Siting Standards.

Policy 3.9.2
(renumbered
from 3.9.1) In an effort to minimize the solid waste problem, the City will encourage development of a local recycling/reuse program as well as supporting regional efforts in waste reduction programs.

Policy 3.9.3
(renumbered
from 3.9.2)

The City shall coordinate with DEQ and other affected agencies to develop alternatives to backyard burning for the disposal of domestic yard and other lot clearing debris.

Comp Plan, page 46, amend first paragraph, second column, to read:

" . . . The Company's Wilsonville plant currently employs 2000 plus people . . . total local employment of 4,759 people.*

and amend the footnote to 1982 employment figures.

Page 55, amend first paragraph, second column, by adding:

" . . . May 1979. The future demand for mobile homes versus other alternative housing types is unknown at this time. However, considerable interest in this form of housing was expressed during the development of the Plan."

Page 56, amend Policy 4.4.1 to 4.4.1(a) and add:

"(b) In an effort to balance residential growth with the City's employment base, the City shall encourage the development of housing to meet the needs of at least 20 percent of the employees working in the City by 1990. The City shall further encourage an increase in the local residential/employment ratio to at least 30% by the year 2000."

Pages 56 through 59, delete the references to manufactured homes as being synonymous with mobile homes in Policies 4.4.2, 4.4.4, 4.4.8 and the first full paragraph, second column, on page 59.

Beginning on page 61 through page 66, amend to read as follows:

ENVIRONMENTAL RESOURCES AND COMMUNITY DESIGN

At a glance, most land appears to be much the same as the lands surrounding it, with the exception of obvious differences such as topography and vegetation. However, a more detailed analysis can reveal distinct differences in the land composition and physical characteristics of nearly any two adjacent parcels of land. These differences can affect the overall suitability of a particular parcel of land for various types of land use. Each piece of land has a natural land use intensity potential which results from variations in its physical features and their interrelationships with natural processes, such as:

1. Underlying geological deposits and associated characteristics.
2. Types of surface soils and associated characteristics.
3. Water, the hydrologic cycle and natural drainage.
4. Slope of the land.
5. Vegetative cover (type and location).

6. Weather conditions.

7. Character of adjoining natural features and developments.

Certain combinations of these natural features and processes can create inherently hazardous or unstable conditions which have special significance to humans and their land use activities. These conditions, referred to as natural hazards are more appropriately labeled physical or natural limitations and occur in the form of:

1. Flood plains and wetlands.
2. Run-off and erosion potentials.
3. Soil instability, including landslides, settlement, shrink/swell potential and earthquakes.

In addition to natural limitations, there are also natural potentials which can provide a more desirable living environment if given proper consideration in determining land use patterns and development design. The elements which offer these potentials are:

1. Existing vegetation.
2. Topography.
3. Wildlife and their associates habitats.
4. River, streams, lakes and ponds.

Nature has provided a well-ordered and balanced system of events called natural cycles. These natural processes provide a logical basis for making land use decisions. By using nature as a guide to initial land use decisions, it is possible to minimize potential development hazards due to physical limitations of the land. It is also possible to maximize the preservation of natural processes, thereby insuring that development occurs in harmony with the natural features of the community. This approach can also maintain and even enhance the natural aesthetic qualities of the community.

Following a detailed analysis of the characteristics of Wilsonville's natural environment, several areas of special concern were identified. They are:

1. Areas containing weak foundation soils, which are: soft or compressible and require special foundations engineering, or severely limited and unsuited for development of streets and building.
2. Areas subject to seasonal or periodic flooding.
3. Areas with seasonally high ground water tables.
4. Areas of steep slope and subject to landslide and/or erosion.

5. Areas with severe septic tank limitations.
6. Fish and wildlife habitat and associated water courses and natural vegetation.

These areas are discussed in detail in the Physical Inventory Report. The most significant areas identified are as follows:

1. Coffee Lake Creek/Seely Ditch - this area contains a peat bog which has a severely high water table and extremely low strength soils. The wet soil conditions are compounded by winter rains resulting in standing water over most of the area during the winter months.
2. Boeckman Creek and other small streams which have formed steep-sided canyons and ravines as they drain into the Willamette River. These steep slopes, as well as the steep banks along the Willamette River itself, are extremely unstable and subject to landslide and/or excessive erosion.
3. The flood plains along the Willamette River and Seely Ditch which are subject to seasonal and/or periodic high water following heavy storms.
4. Several stands of natural vegetation scattered throughout the City, particularly along natural drainageways. These areas provide visual relief from urban development plus run-off/erosion control and habitat for wildlife.

Generally, all intensive urban development creates conflicts with open space and associated wildlife areas. However, careful use management within and adjacent to these areas can significantly reduce these conflicts. Open space use management can also increase public safety by controlling development in hazardous areas while preserving valuable natural resources.

As previously noted, the City has identified several environmentally sensitive areas that warrant special use management consideration in order to preserve water quality, visual quality and sensitive wildlife habitats. The significant development impact zones of these areas do not extend beyond their physical boundaries. However, uncontrolled development of adjacent properties could also diminish the natural quality of these areas. Therefore, it is necessary to establish development standards for properties along the fringe of the sensitive areas. Examples of such standards include regulated removal and replacement of vegetation and trees, storm drainage and erosion controls, open space setbacks and slope development restrictions. The economic loss of development potential of open space lands can be compensated for through such techniques as density transfers and density bonuses.

Many of these open space areas also provide scenic views, although no significant site specific viewpoints have been identified. The Physical Inventory Report identifies the following general scenic views:

1. The Willamette River from the water, its bank and from the I-5 bridge.
2. Numerous stands of trees throughout the City.
3. Mt. Hood.
4. Boeckman Creek.

These views can be observed from numerous locations throughout the City and are not threatened by development in accordance with current standards. Therefore, special scenic view standards are considered impracticable and unnecessary.

The City has determined that there is no significant commercial timber resource in the numerous stands of trees throughout the City. However, as noted, they have been considered worthy of protection to preserve wildlife habitats and the community's air and visual quality.

Other environmental resources investigated in the Physical Inventory Report include mineral and aggregate deposits. Based on the Report, there are no known mineral deposits in the City. There are some gravel deposits along the I-5 corridor north of the Willamette River. However, these deposits are of low grade in both quality and quantity. In addition, further excavation of these deposits would significantly conflict with the urban uses planned along the I-5 corridor. Therefore, no provisions have been made to protect this resource.

In addition to these factors, one of the major aspects of Wilsonville's natural environment is its relationship to agricultural lands. LCDC goals include a goal to preserve our agricultural lands.

Wilsonville's 1971 General Plan set objectives to allow for the continuation of agriculture as a viable part of the community's economy. Agricultural activities still exist as an interim use, within the City. However, conflicts between agriculture and urban development minimize this potential in the future. In recognition of this factor, the City has established an urban growth boundary to protect prime agricultural lands, outside of the urban area. The City's growth boundary has been established in consideration of the placement of existing and planned utilities in relation to existing and planned development patterns and provides sufficient vacant land for continued growth over the next 20 years.

As a basic framework for land use decisions in these areas, the following goals and objectives have been established. Many of these goals and objectives are complimented by policies in the parks and open space sections of the Public Facilities Element.

LCDC Goal #3: To preserve and maintain agricultural lands.

City of Wilsonville

Goal 4.4

Develop a City that helps to preserve agricultural land by serving and protecting the agricultural lands outside its urban boundary. Discourage agricultural uses within the urban boundary.

- Objective 4.4.1 Provide a buffer use or transition zone between urban and adjacent agricultural areas.
- Objective 4.4.2 Protect existing agricultural uses if so desired by the owner.
- LCDC Goal #5: To conserve open space and protect natural and scenic resources.
- City of Wilsonville
Goal 4.5 Conserve and create open space throughout the City for specified objectives.
- Goal 4.6 Encourage identification and conservation of natural, scenic and historic areas within the City.
- Objective 4.4.3 To develop an attractive and economically sound community.
- Objective 4.4.4 Identify buildings of unusual or outstanding architectural style from earlier eras. Encourage preservation of these structures.
- Objective 4.4.5 Insure that open space conforms to the characteristics of the land, type of land use, adjacent land uses and City needs.
- Objective 4.4.6 Develop open, limits or restricted access natural areas connected where possible by natural corridors for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.
- Objective 4.4.7 Identify areas of natural and scenic importance and give them priority in selection of public open space, and extend public access to, and knowledge of such areas, to encourage public involvement in their preservation.
- Objective 4.4.8 Protect the river-connected wildlife habitat and encourage a maximum inter-tie of the Willamette River Greenway to open space areas of the City and regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks.
- LCDC Goal #6 To maintain and improve the quality of the air, water and land resources of the State.
- LCDC Goal #7 To protect life and property from natural disasters and hazards.

City of Wilsonville
Goal 4.7

Regulate development in potential disaster and hazard areas.

Objective 4.4.9

Insure adequate storm drainage.

Objective 4.4.10

Define risks of development by using maps showing flood plains and floodways. Restrict buildings in the flood plains and prohibit buildings in the floodway.

Objective 4.4.11

Establish public ordinances that require planning and engineering to minimize potential effects of natural hazards.

Objective 4.4.12

Require all future utilities to be placed underground.

Objective 4.4.13

Provide available information, when requested, to those interested in developing land in areas of the following hazards: (a) 100-year floods, (b) slides and earthquake damage, (c) wind damage, possible tree toppling.

LCDC Goal #15

To protect, conserve and maintain the natural, scenic, historical, agricultural, economic and recreational quality of lands along the Willamette River as the Willamette River Greenway.

City of Wilsonville
Goal 4.8

To preserve the Willamette River Greenway based on ODOT Greenway Boundaries, the ODOT Greenway Plan, and LCDC Goal #15.

In combination these goals and objectives form the foundation for an integrated community design that preserves the integrity and aesthetic quality of the natural environment while allowing for development. It is the underlying intent of the Plan to reconcile these factors, through site planning and design, so that they compliment each other. The maintenance of a pleasant place to live and work is the major motivating force of this element. Wilsonville's agricultural and rural heritage has long given it a sense of openness accented by lines and clusters of trees and other natural vegetation.

Policy 4.5.1

(a) The major natural drainageways, environmentally sensitive areas and significant stands of trees or other vegetation shall be designated as open space. These open spaces shall be further classified as primary or secondary open space.

(b) Primary open space is intended to remain undeveloped with the possible exceptions of passive recreation and underground public facilities. These areas include the following:

- (1) 100-year floodways.
 - (2) Slopes greater than 20%.
 - (3) Significant stands of trees, including all trees and vegetation within 150 feet of the banks of the Willamette River, but not including orchards.
 - (4) Major natural drainage channels.
- (c) Secondary open space is intended to serve as a buffer to primary open space areas. They may be developed in accordance with special development standards and shall be evaluated through a conditional use and design review process, except when the proposal is a part of a planned development.

These areas include the following:

- (1) Land within the Willamette River Greenway Boundary, but beyond the 150 foot line.
 - (2) High voltage powerline easements.
 - (3) The 100-year flood plain fringe.
 - (4) Slopes between 12% and 20%.
 - (5) Designated historic sites.
 - (6) Small stands of trees and heavily vegetated areas adjacent to primary open space areas.
- (d) Primary and undeveloped portions of secondary open space may be used towards satisfaction of open space requirements. A density transfer credit of not more than 10% of the designated primary open space will also be allowed.

NOTE:

In vegetated areas the visual impact of the trees, etc. is to be preserved. Any clearing of trees for development should be from the interior of the stand.

- (e) Due to potential hazards to human health, the high voltage powerline easements within the City shall be designated as secondary open space. No residential structures shall be allowed within the easements and any development, particularly residential, adjacent to the easements will be carefully reviewed.

Any proposed non-residential development within powerline easements shall be coordinated with and approved by the Bonneville Power Administration or Portland General Electric Company depending on the easement ownership.

Policy 4.5.2

To protect the integrity of the Willamette River Greenway, the City shall establish standards for the development of non-water related and non-water dependent uses. These standards shall:

- (a) Direct all development away from the River.
- (b) Establish a minimum setback from the low-water line where no vegetation can be removed, and only allow selective vegetation removal within the remaining portion of the Greenway Boundaries with revegetation required.
- (c) Establish a minimum setback from the river banks for all uses.
- (d) Provide protection of public and private property, as well as public safety.
- (e) Provide necessary and needed public access to the river oriented through public lands.

Policy 4.5.3
(renumbered
from 4.5.2)

Where possible, on-site drainage should be designed to preserve natural drainage channels and to allow for ground water infiltration. Manmade structures should be designed to compliment the natural system.

NOTE: It is not the intent of this policy to encourage unsightly and unsafe open ditches. Rather open drainage systems should be designed to accent natural creeks and drainage channels and provide an attractive park-like appearance.

The urbanization element established an urban growth boundary and as noted the transition from rural to urban land use often creates conflicts.

Policy 4.5.4
(renumbered
from 4.5.3)

To minimize the impact of urban development on adjacent rural and agricultural lands, a combination open space and low density land use designation may be employed.

The design of developments within the community can be regarded from two viewpoints: the design of structures as they relate to site and function (architectural design), and their relationship to the surrounding area (community design). Both aspects are of equal importance.

Good architectural design is necessary to provide visual variety and allow for individual identity. At the same time, good community design provides a sense of unity with other development while eliminating conflicting appearances.

Policy 4.5.5
(amended from
4.5.4)

All proposed developments, except individual single-family dwellings outside of designated open space areas shall be subject to site plan (including landscaping) and architectural design review approval. Single-family subdivisions shall be subject to design review for approval of street tree plans. Individual (single-family) dwelling to be located within a designated secondary open space

area shall be subject to site plan review for removal of trees and vegetation. They shall, however, not be subject to architectural review.

Policy 4.5.6
(renumbered
from 4.5.5)

Minimum open space and landscaping standards shall be established, emphasizing the incorporation of natural vegetation and unique topographic features in site design. Additional landscaping may be required based on the scale and type of development and its compatibility with abutting land uses.

NOTE: Landscaping and/or open space may be used to buffer non-compatible uses. It is intended to soften the visual impact and provide a sense of openness and should be used to compliment good building designs and may be used to screen certain types of development.

Policy 4.5.7
(renumbered
from 4.5.6)

Sign standards shall be established to insure functional signing and to control the visual impact of signs on the community and minimize sign clutter.

Noise, water quality and air quality affect our health, our economic interests and quality of life. High noise levels affect a person's mental and physical well being and ability to work. Poor water and air quality can be a health hazard. Because of their complexities, air and water quality and noise control require both local and regional action. Regional and urban growth boundary has been established to concentrate urban growth and Wilsonville is a part of the regional boundary. While urban sprawl will be contained by the boundary, the boundary will simultaneously exaggerate and concentrates urban pollution.

In the past, the Portland region has experienced air quality problems and was subsequently identified as a non-attainment area for federal air quality standards. Consequently, the region, including Wilsonville, is subject to the policies and standards set forth in the Portland Air Quality Maintenance Area (AQMA) State Implementation Plan, jointly adopted by Metro and the State Department of Environmental Quality (DEQ).

Full compliance with these standards could result in some development constraints with the City and at a minimum could require installation of air pollution control devices on some industries. However, under the Reagan Administration, Federal Pollution Control Standards have recently been reduced. This action may result in the Portland region qualifying as a Federal attainment area with subsequent reductions in the AQMA Standards. Nevertheless, air quality will remain a concern as urban development occurs.

Similarly, water quality is regulated by Federal Standards enforced by DEQ at the State level. For example, the City's sanitary sewer treatment system is monitored to insure compliance with DEQ wastewater discharge standards.

The major source of noise pollution within the City is the I-5 Freeway. Other noticeable sources include boats on the river and trains passing through town.

In recognition of the noise conflicts with the Freeway and railroad tracks, the City has made an effort to minimize the location of residential development

adjacent to the Freeway or tracks. In addition, site design and sound control devices, i.e., berms and walls can be used to reduce noise conflicts.

Policy 4.5.8

The City shall coordinate with and encourage the state and other appropriate agencies to assist in developing noise controls and mitigation measures.

Policy 4.5.9
(renumbered
and amends
4.5.7)

- (a) Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where possible enforcing noise control standards.
- (b) In reviewing all major residential, commercial, industrial and public facility uses, the City shall coordinate with DEQ to insure compliance with the Portland AQMA Plan and standards as well as other applicable regional, state and federal air, water and environmental quality standards.
- (c) The City will further cooperate with the appropriate state and federal agencies for enforcement of air, water, noise and other environmental quality standards.

In considering the overall character of the community, it is important to look to the past. As a community develops, it should not discard its past for the sake of the future. Historic features provide a link with the past and add character and variety to the community's design.

The Statewide Inventory of Historic Sites and Buildings only identifies one historic site in the City, the Boones Ferry Landing Site. There is no physical evidence of this landing site, except that Boones Ferry Road terminates at the river's edge. It is currently not monumented, but is part of a six-acre City Park. This site is designated Primary Open Space and is within the Willamette River Greenway Boundaries. Other than documentation and recognition that this landing site exists, no other additional standards or measures are considered necessary to preserve its historic value. The quantity and quality of other potential historic sites are not known at this time. Consideration of such sites will be addressed and evaluated at a later date in accordance with LCDC Goal #5 requirements. Examples of possible historic sites include the following:

- (1) The Tauchman house.
- (2) Existing churches.
- (3) Old Town buildings

Additional potential historic sites and buildings shall be identified and evaluated in accordance with LCDC Goal #5 criteria during future plan review cycles.

Policy 4.5.10
(renumbered
and amended
from 4.5.8)

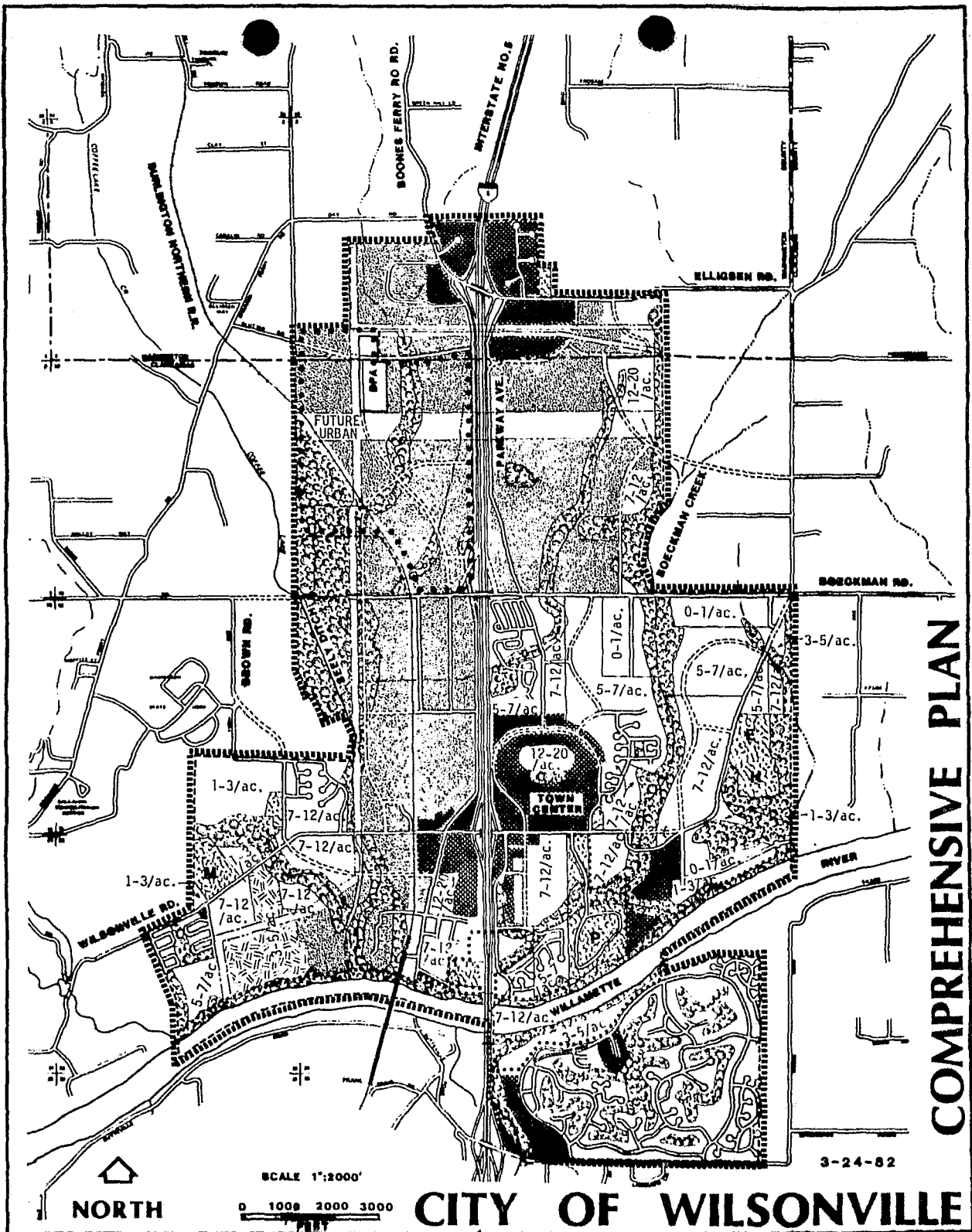
To preserve the community historic sites and structures should be developed. Where possible such sites and structures should be monumented, preserved and renovated for modern uses.

On page 67

The open space map has been amended to reflect policy changes.

On page 74

The Comprehensive Plan Map has also been revised to reflect open-space policy changes and the Willamette River Greenway Boundary.



COMPREHENSIVE PLAN

<p>0 to 20 RESIDENTIAL (dwelling units per acre)</p> <p>COMMERCIAL</p> <p>INDUSTRIAL PARK</p> <p>OPEN SPACE (all open space is not shown on map - see plan text)</p> <p>CONTINUING AGRICULTURE (future conversion density)</p>	<p>PUBLIC LANDS</p> <p>----- CITY LIMITS</p> <p>P - PARKS</p> <p>E - ELEMENTARY SCHOOL</p> <p>M - MIDDLE SCHOOL</p> <p>H - HIGH SCHOOL</p>	<p>----- POWER LINE EASEMENTS</p> <p>..... WILLAMETTE RIVER GREENWAY BOUNDARY</p> <p>----- PROPOSED STREETS</p> <p>..... URBAN GROWTH BOUNDARY</p> <p>..... FUTURE URBAN GROWTH BOUNDARY</p>
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CITY OF WILSONVILLE

SUMMARY ANALYSIS OF AND FINDINGS RELATED TO
LCDC ACKNOWLEDGMENT REVIEW REPORT (EXHIBIT NO. 2)
ISSUED BY PLANNING DIRECTOR - JANUARY 27, 1982
ADOPTED BY PLANNING COMMISSION - MARCH 24, 1982 (EXHIBIT NO. 4)

GOAL 2 - LAND USE PLANNING

LCDC - In Order to Comply Statements

1. Amend the Zoning Ordinance and may to eliminate plan/zone conflicts.
2. Either eliminate the Growth Management policy or else amend the policy such that:
 - (a) Language requiring implementation of the annual permit requirement is either deleted or else implementing measures are adopted;
 - (b) Implementation must be based only on the stated justification for the policy, i.e., identified public facilities problems; and
 - (c) Implementing measures must provide for determined housing needs and for an equitable distribution of growth limitation impacts among residential/non-residential uses.

If retained, the Growth Management program must be coordinated with Metro, at the time of adoption and when implemented, as per the Commission's Growth Management policy.

3. Amend the Zoning Ordinance to provide criteria guiding decisions to approve or deny conditional uses in the R zone and PDC City Center Zone.
4. Amend Section 6.10.B.3 of the Zoning Ordinance to insure that proposals which violate the plan cannot be automatically approved.

Staff Findings

1. A few errors have been identified on the Zoning Map. Most of these occurred as a result of converting from the old PC&I zoning (Ordinance No. 23) to the new PDC and PDI zoning (Ordinance No. 154). It appears that the zones were transferred according to the actual use rather than the Plan designation.

For example, Print-Right and Layton Sales were designated commercial instead of industrial. However, there are two plan/zone conflicts that arise as a result of previous zoning. They are: American Hardwood (Fronville) and Oak View Condominiums.

- (a) American Hardwood was originally zoned PC&I under the provisions of Ordinance No. 23. The records indicate that the City consciously acknowledged an industrial use. However, the property was designated an residential on the 1971 General Plan and the 1975 Comprehensive Plan. It is currently designated commercial.

The property should be zoned PDC in accordance with the Plan. This would be allowable under the provisions of Policy 4.2.1, which allows non-commercial uses in a commercial zone, provided that the predominant uses remain commercial. However, Section 4.036(1)(c)4 states that "uses shall be limited to those which are not objectionable as determined by the Planning Commission by reason of factors such as odor, dust, smoke, cinders, gas, fumes, noise . . .". Because American Hardwood is a veneer plant, there is potential for both dust and noise emission which might be objectionable to adjacent residential uses. Truck traffic is also a conflicting activity with residential.

- (c) The Oak View Condos are constructed on property designated as residential. The site was, however, originally zoned C-2 in 1969. Consequently, when Ordinance No. 154 was adopted, the property was redesignated PDC rather than PDR which is consistent with the Plan and existing use. Although because of the lot size (two acres) and developed density (12 units/acre), the property could be zoned "R". However, since the units are platted as condos, it seems most appropriate that the zoning be PDR.

2. When the City submitted to LCDC for acknowledgment, the Plan contained policies related to growth management and an annual permit allocation. However, these policies were not implemented through a growth allocation ordinance.

Subsequently, the City has reviewed a draft allocation ordinance, together with recommended revisions to the Plan policies to clarify the City's intent. The ordinance also contains findings outlining the reasoning behind the allocation process. Adoption of the ordinance and Plan amendments should satisfy the Goal requirements.

3. The Zoning Code allows certain conditional uses in the RA-1, R and PDC City Center zones. However, approval standards are only specified for churches, schools, attached dwellings, and to a limited extent, public utility structures. There are no standards for private parks, municipal and government buildings. In addition, the public utilities standards only specify undergrounding with certain exceptions. There are no standards for approving above-ground installations.

It is further found that the PDC City Center zoning standards allow the Planning Commission to approve any use found to be compatible with principal permitted uses. However, no standards for determining compatibility are provided.

Staff finds that because of the inherent flexibility of the PDC zoning, it seems redundant to have a conditional use provision just for the City Center. Technically, any use allowed in the PDC zone is automatically allowed in the City Center. Therefore, the conditional use clause could be eliminated.

To establish conditional use standards for private parks is difficult if not impractical. Although, the Comprehensive Plan contains Park Standards which could be cited by reference. In addition, the draft Code revisions include standards for recreation areas and open space requirements in residential zones. These standards could be applied as the minimums allowed for private parks.

Likewise, it would seem logical to apply the PDC standards to a municipal or government building since they are typically office structures. For that matter, even a maintenance structure should be designed consistent with the commercial standards. In addition, the general provision listed in the draft Code revisions (Section 4.150 to 4.168) would apply to any development, in any zone.

Therefore, with the exception of deleting the PDC conditional use clause, this compliance issue can easily be met by simple cross-references in the Zoning Code.

4. Section 4.039(2)(c)3 of the Code provides for an automatic approval of a Planned Development Permit, if no final action has taken place within 60 days after filing, unless said time is extended by the Commission for good cause. Although not listed by LCDC a similar clause exists in the current Design Review Regulations, Section 4.340(4) with an automatic approval after 35 days.

The compliance problem here is that conceivably a permit could be automatically approved that could violate a statewide goal.

The simplest solution is to delete the phrasing allowing an automatic approval. Although there were no changes to the PD section, the draft Code revisions for other actions simply state that a decision shall be rendered within 60 days unless extended by consent of the applicant and the hearing body.

It should also be noted that S.B. 419 now provides for court ordered approval of subdivisions if the local jurisdiction fails to act within 180 days, provided that no LCDC goal would be violated. While the City could adopt this type of wording, it seems more appropriate to take the positive stand that the City shall take action within a reasonable time period, i.e., 60 days.

GOAL 5 - OPEN SPACES, SCENIC AND HISTORIC
AREAS AND NATURAL RESOURCES

LCDC - In Order to Comply Statements:

1. Amend the plan to include the specific locations, quality and quantity of historic sites, mineral and aggregate sites, open space sites and scenic views. Their impact areas, if different than the sites themselves, must be noted as well.
2. Amend the plan to identify uses conflicting with inventoried historic, mineral/aggregate and scenic sites. The economic, social, environmental and energy consequences of these uses must be determined.
3. Based on 1 and 2 above, adopt appropriate implementing measures consistent with OAR 660-16(3).

Staff Findings

5. The background documents supporting the City's Comprehensive Plan identify historic, mineral/aggregate and open space sites and scenic views. However, their respective impact areas, quality and quantity, conflicting uses and the economic social, environmental and energy consequences of these uses was not specifically evaluated and documented.
6. LCDC's Goal 5 Administrative Rule (OAR 660-16) requires the evaluations and determinations listed in items 1 and 2 above of the In Order to Comply Statements. However, implementing measures called for under item 3 above, are only required to protect sites that have been determined to be significant and worthy of protection. The Rule further allows a deferral of the full evaluation, determination and implementing measures to future Plan review and update cycles if insufficient information is available to make the necessary determinations.
7. Historic sites - Only one state registered historic site, the Boones Ferry Landing, has been identified in the City. With the exception that Boones Ferry Road terminates at the water's edge of the Willamette River, there is no physical evidence remaining of the original site. The site is currently part of a six-acre City park named Boones Ferry Park. However, other than by reference to the name of the park, the ferry landing site is not monumented.

Because of the relationship of the site to the river coupled with the lack of physical evidence of the original site, it has been determined that there are no conflicting uses that would deteriorate the historic value of the site. The site can be adequately protected by its inclusion within a city park, and the issue of monumentation can be addressed through the Park Master Plan.

Other sites with potential historical significance are listed in the background reports. However, none of these sites are currently registered with the State and available information is inadequate to determine their true historic value. The City's Zoning Code, does, however, include procedures for evaluation and registration of historic sites. Therefore, it is possible to adequately address other sites as information becomes available.

8. Mineral/aggregate resources - the background documents identify no mineral resources and only low grade, small quantities of aggregate material adjacent to the I-5 Freeway between the river and Wilsonville Road.

These gravel deposits have previously been extracted by ODOT during the construction of the Freeway. However, the State has not extracted gravel from these sites for several years due to its low quality. In addition, continued extraction would create serious conflicts with adjacent urban development, which is considered to be of more social and economic significance than the gravel. There are further no significant environmental or energy related consequences which have been determined that would justify protection of this resource. In fact, in support of the reverse action, the State (ODOT) has recently listed the site east of the Freeway as excess right-of-way and is currently receiving bids for its sale. The site west of the Freeway is maintained by ODOT as a sand and miscellaneous materials storage yard for road maintenance. The only other gravel site in the City is the Wilsonville Concrete operation off of Industrial Way. This site, however, is a processing plant and not an extraction site. It is regulated and protected by conditions of a zone change Ordinance and the Code provisions related to the Willamette Greenway. In addition, the Comprehensive land use designations on surrounding properties have been changed from residential to industrial to eliminate potential conflicts. No further protective measures are considered necessary.

9. Open space and scenic views - the Comprehensive Plan designates several areas as open space and the Zoning Code establishes standards for required open space, Greenway protection and sensitive area protection, e.g., steep slopes, unstable soils, flood plains, etc.

However, in reviewing the background data and workshop discussions, it is clear that there were determinations made as to different qualities of and purposes for various open space designations that are not clarified in the Plan. The Physical Inventory Report identifies and discusses issues such as stream bank protection, control of runoff and erosions, flood plains, construction on slopes of 12% to 20% and greater, weak foundation and unstable soils, natural vegetation, wildlife habitats, scenic views, high water tables, and the effects of high voltage power lines on humans. The report

and subsequent discussions also note that some of these areas are more sensitive than others.

For example, flood plains are divided into two distinct zones that affect construction. They are, the Floodway - construction prohibited the Flood Fringe - construction allowed in accordance with specific flood-proofing standards; construction on 12% slopes raises construction costs but is not as critical on construction on slopes greater than 20% where the integrity of the slopes can be jeopardized; water quality and storm drainage capacity can be seriously affected by runoff, erosion and removal of stream-bank vegetation. This, in turn, can cause more serious flooding; natural vegetation, particularly linear stands linked with water courses are critically sensitive wildlife habitats. This vegetative cover together with scattered vegetation and stands of trees provide visual relief and scenic beauty; high water tables create some storm drainage and foundation or basement concerns, but are not critical to overall development patterns or environmental concerns provided adequate sanitary and storm sewers are provided; and finally, high voltage power lines raise several environmental concerns related to their effects on humans and other living organisms. However, the City received considerable testimony on this issue, primarily related to electro-magnetic field strengths and the PUC standards for power line easements. While some concerns, particularly related to residential developments, remain unresolved, the discussions were discontinued because of possible State pre-emption on regulations.

Essentially, the conclusions drawn from the above analysis was that there are two categories of open space. Sensitive areas that require preservation and protection such as:

- 100-year floodways
- Vegetative fringe along the Willamette River
- Slopes greater than 20%
- Linear vegetative cover and wildlife habitats, including major stands of trees in the Thunderbird Mobile Park, Tektronix development and Day Dream Ranch
- Riparian vegetation adjacent to major drainage channels

Or complementary open space areas that warrant special design consideration as development occurs, but within which some development can take place, such as:

- Scattered vegetative cover and stands of trees that provide visual relief
- 100-year flood plain fringe

- Areas within the Willamette Greenway Boundary but outside of the vegetative fringe (approximately 150 feet from the water line).
- Power line easements
- Slopes between 12% and 20% which require special engineering and slope stabilization
- Areas with weak foundation soils like the Seely Ditch peat bog

However, as noted above, the adopted Comprehensive Plan and Zoning Regulations are not consistent or do not adequately distinguish between these two categories, with the exception of the flood plain regulations, recently adopted.

10. Several general scenic views have been identified and discussed in the development of the Plan. Subsequently, however, no site specific viewpoints worthy of special protection have been identified. The most important generalized views listed for protection are as follows:

- Willamette River Greenway
- Boeckman Creek Corridor
- The stands of trees identified as sensitive areas in Finding 5 above.

All of these areas have been determined to be vital to the visual quality and character of the community. Mt. Hood is also considered to have significant scenic value. Although in the case of the mountain, it can be viewed from numerous points throughout the City. Therefore, preservation of this view does not warrant any special regulations. The other areas listed above have been designated as open space with an intent to preserve.

11. Generally, all intensive urban development creates potential conflicts with open space areas. However, some low intensity uses when carefully site planned can occur adjacent to the sensitive areas without significant adverse effects. In other words, the sensitive impact areas tend to be confined to the physical boundaries of the designated open space areas.

The City has further determined that the social and environmental benefits of preserving the sensitive areas far outweigh the economic benefit that might be derived from development within these areas. The City further finds that the needs for housing and economic growth can be met on lands outside of the sensitive areas. Energy consequences of the open space are probably insignificant, although because of the need for extra engineering, clearing and grading, the cost and energy use would be greater for development of these areas than in non-sensitive areas.

The City has further determined that the economic value of open space can be compensated for through such technique as credits towards required on-site open space, density transfers and density bonuses

GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY

LCDC - In Order to Comply Statements

1. Amend the background information in the plan to discuss the City's responsibilities and constraints under the State Implementation Plan for the Portland-Vancouver AQMA (adopt Metro sample language).
2. Amend the plan to include a policy insuring compliance with applicable state and federal environmental quality standards.
3. Amend the Zoning Ordinance to eliminate inconsistent zoning standards or require air emission standards at least as stringent as state air quality standards.

Staff Findings

12. The Physical Inventory Report contains information on air quality. However, no discussion is provided in the Comprehensive Plan regarding the responsibility and constraints of the City under the AQMA State Implementation Plan.
13. No policy is provided in the Comprehensive Plan which insures compliance with State and Federal Environmental Quality Standards.
14. The current Zoning Ordinance emissions requirements do not meet State air quality standards.
15. The records documenting the development of the Plan indicate discussion of the issues raised by LCDC. However, evidently by inadvertent oversight, draft policies were not carried forward to the final Plan document. There is no record that indicates the City did not intend to address this issue. On the other hand, the Zoning emission standards were simply carried forward from Ordinance No. 23 and no comments were received from DEQ until after the Plan was submitted to LCDC for acknowledgement review. This matter can easily be rectified by referencing DEQ standards.

GOAL 9: ECONOMY OF THE STATE

LCDC - In Order to Comply Statements

1. Demonstrate that the amount, location, and suitability of designated industrial and commercial land is consistent with the City's role in the region and the factors contained in Goal 9.
2. Adopt zoning which will insure that areas planned industrial are protected from incompatible low density residential development, and are retained in parcel sizes suitable for future industrial development, as required by Policy 4.1.5.

Staff Findings

16. The City's Land Use Inventory indicates that there are a total of 392 acres of commercial and 1,272 acres of industrial land designated on the Comprehensive Plan. Of this, approximately 295 acres of the industrial lands are designated as future urban and are currently outside of the City. This leaves 977 acres within the existing City limits.

To date, there are approximately 302 acres of commercial and 679 acres of industrial land within the City that are vacant and buildable. The 295 acres of future urban industrial land is also vacant and buildable.

The future urban land is currently zoned farm/forest, 10 acre minimum lot size (FF 10) by Clackamas County. The future urban conversion of this land is controlled by a city/county Planning Area Agreement and is, therefore, adequately protected for industrial development.

Within the City only 4.46 acres of the buildable planned commercial property has not been zoned in accordance with the Plan. There are, however, 465 acres of industrial land that is still zoned RA-1 rather than industrial (PDI).

17. The existing RA-1 zoning standards would allow a single-family residential unit to be constructed on a one-acre lot, even in an industrial zone. While this is possible, economically it is improbable that such a development would occur. There are a few existing older homes, and one mobile home park on lots planned for industrial use. However, with typical sale prices of \$2 to \$3 per square foot for industrial property, there is little economic incentive for residential development. The surrounding industrial activities, including truck traffic, act as further disincentives for residential use.

As noted, the RA-1 zone allows for a minimum lot size of one acre. Typically, as with the future urban area, 10-acre minimum lots are used to preserve industrial property to insure orderly and efficient development. However, the City's experience is that there is a demand for both large and small industrial sites, even down to half-acre lots, which is the minimum allowed in the PDI zone. The buildable lands inventory identifies the availability of both large (25 acres plus) and small (1 to 2 acres) parcels in the industrial areas.

With the exception of the minor possibility of residential development on industrial land, there are only two problems identified with the City's current regulation that could potentially hinder industrial development. They are:

- Inadequate minor partitioning standards to insure lot sizes, access, etc. adequate for industrial development; and
- That smaller parcels could frustrate the orderly provision of public facilities. That is, a small .5 to 1 acre lot cannot economically absorb the costs of major street improvements or sewer, water or storm line extensions. Larger developments or several combined smaller lots (LID) can more easily absorb these costs. However, the greater number of lots and owners that are involved in an LID the more difficult it is to organize and administer.

It should be noted that the lack of public facilities to many sites is a substantial element of the City's reasoning for continuing to employ case-by-case zoning.

18. Protection of industrial lands can be adequately addressed in three ways:
 - Amend the RA-1 zoning standards to prohibit residential construction on industrially designated property.
 - Amend the minor partitioning standards to address, lot size, access and available public facilities and require waivers of remonstrance on LID's.
 - Adopt a Capital Improvements Plan (CIP) that coordinates, prioritizes and schedules needed public facility improvements.
19. Wilsonville is strategically located for industrial, particularly distribution and regional or corporate office development. It straddles the I-5 Freeway with direct access to I-205 just north of the City and the T.V. and Sunset Highways, via 217. It is also served by the Burlington Northern Railroad, with further transportation

potentials on the Willamette River. The City is currently only 25% developed with the only major public facilities deficiency being street and freeway interchange improvements. Because of the City's physical layout and previous rural/agricultural development pattern, there are several large and small parcels of vacant land adjacent to the I-5 Freeway and rail lines. These sites have excellent access potential and consequently very attractive to industrial developers. In addition, at an average of \$2/sq. ft. they are relatively inexpensive industrial sites, adding more incentive to investors.

History has shown that while possible, residential developments adjacent to freeways are not desirable. Noise, dust and exhaust emissions all contribute to an undesirable residential environment.

In recognition of these factors, the City has designated most of the lands adjacent to the Freeway, railroad or traverse by high voltage power lines for either commercial or industrial use. The commercial designations are clustered around the Freeway interchanges to avoid unsightly and undesirable strip commercial. Therefore, industrial uses dominate the Freeway frontage. This pattern was established primarily based on environmental and geographic locational criteria as opposed to economic growth analysis. Although, the City's Housing and Economic Growth Report and updated growth analysis indicate a high potential for both residential and non-residential growth in Wilsonville.

However, in developing the Plan, the City was extremely cautious in relying heavily on available growth projections, as numerous discrepancies were identified. Sound economic data, including a regional industrial site and demand analysis was not and still is not available to judge the appropriate amount of industrial land for any particular city.

For this reason, the City designated land based on the most appropriate use criteria. The Plan's language and policies were developed to provide the most flexibility to respond to actual market demands for all use categories. It is further an objective of the Plan to seek a long-term balance between residential and non-residential uses.

Again, by not blanket zoning in accordance with the Plan and preserving nearly 300 acres for future urban development, the City has built-in options for future consideration through the periodic Plan review cycles (3-year increments).

20. Some lip service has been given to Wilsonville's large industrial lands inventory creating an unequitable burden on surrounding jurisdictions to provide housing. It has further been suggested that an intensive employment base at the fringe of the Metro Urban Growth Boundary (UGB) will create unnecessary pressure for expansion of the UGB to provide

housing. These suggestions, however, have not been substantiated by other than pure theory and supposition.

Based on available information, the City is not convinced that these fears are justified nor critical Goal compliance problems. They are more of a long-term monitoring concern than an immediate problem.

To begin with, theoretically Metro's and the City's UGB's have been drawn to satisfy 20 years of growth potential. This growth potential was determined by using the best available employment and census data and essentially a crystal ball. In essence, the figures are at best a guide, not a known path.

Further, any economic growth in Wilsonville will simply be a proportional share of the total regional growth. Therefore, the implication is that if the growth did not occur in Wilsonville, it would still occur somewhere else in the region. Consequently, housing would have to be constructed either in the City or again elsewhere in the region to support the economic expansion.

Next, available transportation information indicates that overtime only about 30% of the employees at a given plant locate or relocate near their place of employment. This means that 70% of the employment base can be expected to live in an area unrelated to their work place.

Wilsonville's Plan provides enough residential land to more than satisfy the requirements of local employees wishing to live in the City. In addition, the City can reasonably expect that 70% of the local employees will live outside of the City. Simultaneously, the City can anticipate a large resident population that does not work in the City.

Now, assuming that the Metro UGB is adequate to contain all housing and economic growth for the next 20 years, the only pressure for expanding the UGB would be to respond to market choices. In addition, it must be recognized that there are established procedures for amending the UGB. The simple act of applying for an amendment does not justify approval. Again, this is a long term monitoring issue. After all, the long-term adequacy of the UGB or any other element of the City's Plan is unknown at this time.

Given this brief scenario, it would appear that the matter is at best premature and, therefore, not a present-day Goal compliance issue.

GOAL 10: HOUSING

LCDC - In Order to Comply Statements

1. Amend the buildable land inventory to (1) include land involved in development review, unless building permits have been issued; and (2) determine the development potential of buildable land by general plan category.
2. Amend the plan to provide a determination of mobile home needs, taking into consideration existing mobile home parks on land planned for commercial/industrial use.
3. If necessary, as determined by (1) and (2) above, amend the plan and implementing measures to designate sufficient buildable land, at appropriate densities under clear and objective standards to meet identified mobile home needs, and to provide for a development potential of 8 units per acre and a 50:50 single-family/multi-family split overall for buildable land in the City.

NOTE: The Plan must demonstrate how the identified needs for housing types at specific densities are met through the application of zoning to vacant buildable lands. Two ways this can be accomplished are:

- (a) Rezone residential buildable land to reflect densities allowed in the Plan or, if upzoning is relied upon to meet housing needs;
- (b) Develop a Rezoning Process, including:
 - (1) A justification (in the plan) for use of the rezoning process; and,
 - (2) A plan policy or policies to explain the City's intent to use the rezoning process to meet housing needs; and
 - (3) Amendment of the Zoning Ordinance to include clear and objective standards consistent with the justification and policies.
4. Address assisted housing needs by participating in the Areawide Housing Opportunity Plan coordinated through Metro.

Staff Findings

21. Item 1 above is apparently a result of confusion in reading the City's buildable lands inventory. All of the information requested was available in the original submitted docu-

ments. However, to minimize confusion, staff has prepared a simplified inventory of buildable residential land. The information is presented in three tables (see attached). They indicate total gross acres zoned and unzoned, total minimum dwelling unit potential (low density in each range), total net buildable acreage, based on LCDC standards, and net overall density. The net density is 8.42 units per acre which exceeds the minimum 8 units per acre required by LCDC. There is, in fact, however, an opportunity for a much higher density average if development occurs at the high end of the density ranges.

22. The City's housing inventory indicates that approximately 25% of the existing housing stock consists of mobile homes. However, the City did not project a specific percentage of the total future housing stock as being mobil homes.

While there was considerable testimony regarding the need to provide for mobile homes, there was not sufficient data available to determine an appropriate demand for mobile homes versus alternative housing types.

Consistent with Goal 10, the City's Plan objectives are to provide opportunities for a variety of housing types, densities and styles. It is further the intent of the Plan to be market responsive rather than predictive or prescriptive of market demands. Therefore, the Plan and Zoning Code allow for various density ranges with specific housing types permitted outright in each range and zone. Mobile homes are outright permitted in the medium density ranges from 5 to 12 units per acre. There are 375 acres of uncommitted buildable land in these categories which could potentially yield 2,089 mobile homes at the low density range. This is equal to 26% of the total potential housing units, not counting existing units. These properties could also be developed at a higher density. In addition, the City has recently approved PDR zoning and Stage I Plans for a 63-lot mobile home park.

Therefore, without committing to a specific percentage, there are 744.73 acres of land zoned with commitments for a total of 5,664 dwelling units. Of these, 68.3% are planned as multi-family. There is an additional 516.14 acres which is either unzoned (RA-1) or for which zoning did not specify a dwelling unit count. Within this category, there are 212.4 acres in the 7-12 and 12-20 density ranges. If these properties were all developed as multi-family at the low end of the range, they would generate 66.1% of the uncommitted category. When combined with the committed multi-family units they would equal 67.7% of the total potential units.

23. The Plan contains language (page 5) that specifies the City's intent to employ case-by-case zoning. The objectives of this procedure are to provide for site and public facilities impact analysis.

The Plan and existing Zoning Code do not, however, specify what criteria or findings must be addressed to obtain a zone change. The "R" zone standards further do not relate to the density ranges allowed in the Comprehensive Plan. For example, regardless of what density range you are in, the minimum lot size allowed for single-family units is 7,000 square feet. This is equal to only 4.7 units per acre.

24. Previously, the City Council elected to not submit a letter to Metro indicating participation in the Areawide Housing Opportunity Plan. The City does, however, have an inter-governmental agreement with the Clackamas County Housing Authority for coordination on development of Assisted Housing (AHOP). The City's reluctance was in part based on a philosophical issue of federal funding versus local control.

However, LCDC Goals require intergovernmental coordination. In addition, a letter or Resolution of participation in the AHOP is basically an agreement to coordinate and not a commitment to any specific Assisted Housing project.

TABLE 1

RESIDENTIAL DENSITY CALCULATION

Residential Land Without A
Dwelling Unit Commitment

Density Range in Units Per Acre	0-1	1-3	3-5	5-7	7-12	12-20	TOTALS
Unzoned Gross Acres	--	38.11	100.03	68.07	196.37	0.41	402.99
Zoned Gross Acres Without Dwelling Unit Commitment	97.53	---	---	---	10.65	4.97	113.15
Total Gross Acres	97.53	38.11	100.03	68.07	207.02	5.38	516.14
Total Dwelling Units at Lowest End of Density Range	97	38	300	340	1449	65	2289

TABLE 2

Residential Land With A
Dwelling Unit Commitment

Total Gross Acres Zoned	743.73
Total Dwelling Units Committed	5664 (1796 single-family and 3868 multi-family or 68.3% multi-family)

TABLE 3

Total Residential Land With And
Without a Dwelling Unit Commitment

Total Gross Acres	1259.87
Total Net Acres (less 25%)	944.90
Total Dwelling Units	7953
Net Density	8.42 dwelling Units Per Acre

GOAL 11 - PUBLIC FACILITIES AND SERVICES

LCDC - In Order to Comply Statement

1. Amend the Plan to include a policy insuring coordination with the metropolitan solid waste management program and procedure for siting sanitary landfills.

Staff Findings

25. Pages 42 and 43 of the Plan discuss solid waste management and Metro's regional role. The Plan also discusses landfills and the need for siting new ones. Again Metro's role is acknowledged. However, no policy has been adopted acknowledging Metro's authority and landfill siting standards.

The documented discussions on this issue indicate that the City fully acknowledges Metro's legislated authority for solid waste management and landfill siting. However, because the City has previously been faced with five potential landfill sites adjacent to the City, there were serious reservations in adopting a policy that outright supported Metro's procedures. As a result, the original draft coordination policy was deleted in the final Plan adoption.

The City has, however, and intends to continue to coordinate with Metro on the landfill and solid waste management issues. In fact, Councilman Harris is an active member on Metro's Advisory Committee for this topic.

26. The City does not have an adopted Capital Improvements Program (CIP) as specified in the Comprehensive Plan. The Plan calls for a CIP to lead the Growth Management program.

This issue was not specifically flagged as a compliance issue. However, LCDC policy is that any measures required to implement the Plan must be in effect and are subject to acknowledgment review.

GOAL 14: URBANIZATION

LCDC - In Order to Comply Statements

1. Amend plan policies, strategies and implementing measures to insure that the transition of secondary areas from urbanizable to urban uses is consistent with the four conversion requirements of Goal 14. This must include adoption of a minimum lot size (e.g., 10 acres) sufficient to insure orderly and efficient development upon conversion to urban uses, and the regulation of septic tank development on newly created lots in a manner which prevents the establishment of a large lot development pattern and insures the ultimate provision of public sewers.
2. Wilsonville and Washington County must:

Adopt a management agreement to coordinate land use decisions in unincorporated areas of mutual interest in the Wilsonville planning area.

Staff Findings

27. It is not clear from the above statement, what secondary areas are in question. The Plan designates primary and secondary growth areas, depending on ready availability of public facilities. At the same time, however, the entire City limits is designated for immediate urban development. The Plan policies simply indicate that in a secondary growth area a more restrictive phasing schedule may be imposed to insure adequate facility capacities are available.

On the other hand, the future urban area is not currently within the City, and by Plan agree agreement would require annexation for urban level development. These properties are zoned FF 10 by the County to preserve their future urban potential. The conversion criteria are verbatim with the Goal 14 criteria.

28. Septic tank development is only permitted in the RA-1 zone. However, even within this zone it is required that a septic tank permit be obtained from Clackamas County. In the past three years, the County has only issued two permits, all on existing large lots on Montgomery Way. Further, because of potential conflicts with domestic water supplies, the County has indicated that they have suspended issuance of septic permits within the City limits.

It is further found that Section 8 of the Code provides authority for the City to require connection to the sewer system and existing buildings or development, that is adjacent to or within 300 feet of a sewer line. Although

this provision has only been enforced for new developments.

Potential problems with large lot development can be addressed by requiring pre-platting to at least minimum Plan densities and by the better partitioning standards addressed under Goal 2.

29. The City has approved a Plan Area Agreement with Washington County. The County has, however, not yet adopted the Agreement. It is scheduled for Board review on March 2, 1982.

GOAL 15 - WILLAMETTE RIVER GREENWAY

LCDC - In Order to Comply Statements

1. Amend its Plan, physical inventory, plan map, zoning map and Ordinance No. 62 to include the LCDC-approved Greenway Boundaries. (Note: Greenway Boundary amendments must be made following the procedures set forth in OAR 660-20-065.)
2. Adopt plan policies that address the Use Management Considerations of Goal 15 dealing with gravel sites, scenic views, directing development away from the river and Greenway setbacks (Sections C.3.e., i., j. and k.)
3. Adopt review standards in Ordinance No. 62 which incorporate the applicable Use Management Considerations in Section C.3. of Goal 15. If used in relationship to Greenway setback requirements as specified in Section C.3.k. of the Goal, amend the Plan to include definitions of "river-related" and "river-dependent."
4. Assure (either through zone designations, application of Ordinance No. 62, or adoption of a separate review mechanism) that any changes of use, development, or intensification in the area between the 150 foot line and the LCDC-approved Greenway Boundary is consistent with Goal 15 requirements.

Staff Findings

30. The current ODOT Greenway Boundary is identified in the Physical Inventory, but not on the Zoning and Comprehensive Plan Map. In addition, it is evidently not clear which Boundary the City adopted. Goal 15 requires the Greenway Boundary to be shown on the Zoning and Comprehensive Plan Maps. However, the same plan and zoning designation can continue for the property within the Greenway Boundary.
31. Ordinance No. 62, the City's Willamette River Greenway Ordinance, refers to a greenway boundary 150 feet from the low water line of the river channel, and not to the ODOT boundary which includes public property, and land within the ODOT scenic easement, established in Charbonneau. Further, Ordinance No. 62 needs to be completely revised in order to comply with Goal 15. It apparently was drafted to address the Interim Order prior to LCDC's adoption of the current Boundary.
32. The Comprehensive Plan and Zoning Ordinance do not adequately address all use management considerations of Goal 15. These considerations include the following:

- (a) Agricultural lands
- (b) Recreation
- (c) Fish, riparian life and wildlife habitat
- (d) Scenic views and qualities
- (e) Protection of a specific vegetation fringe
- (f) Timber resource management
- (g) Aggregate extraction
- (h) Directing development away from the river
- (i) Specific greenway setbacks
- (j) Public access to the river
- (k) Protection and public safety

33. The definition of river-dependent and river-related uses, as well as definitions and standards for change of use, intensification of use and development need to be included in the Greenway Regulations.