

**ORDINANCE NO. 547**

**AN ORDINANCE AMENDING THE WILSONVILLE TRANSPORTATION MASTER PLAN (1991) TO PROVIDE ROAD WIDENING ON ELLIGSEN ROAD FROM PARKWAY CENTER DRIVE WESTBOUND TO I-5 AND EASTBOUND TO CANYON CREEK ROAD.**

WHEREAS, Argyle Properties, LLC, applied for approval of a 43-acre commercial development identified as Argyle Square, located at south of Elligsen Road and east of Interstate 5 at Exit 286; and,

WHEREAS, the applicant submitted appropriate material, and two public hearings were duly advertised, scheduled and conducted by Wilsonville Development Review Board B on May 28, 2002 and June 24, 2002, respectively; and,

WHEREAS, Resolution 02DB09(1.a) was submitted to the City Council, and a public hearing was duly advertised, scheduled and conducted by the City Council on July 15, 2002. The City Council considered proposed transportation system improvements, referred the review of amendment to the City's Transportation Master Plan to the Planning Commission to consider whether proposed improvements to State and local infrastructure were appropriately reflected in the Transportation Master Plan; and,

WHEREAS, Wilsonville Planning Commission conducted a duly noticed public hearing on August 14, 2002, at which time a proposed amendment to the Transportation Master Plan was reviewed, and said Commission recommended approval of the proposed amendment; and,

WHEREAS, the Wilsonville City Council conducted a duly noticed public hearing on September 5, 2002.

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

Section I. Findings and Determinations.


- A. The above-mentioned recitals are incorporated by reference in support of this Ordinance.
- B. The City Council hereby adopts as finding of fact that staff report in this matter dated August 14, 2002, attached as Exhibit B, and the

Supplemental Findings set forth in Exhibit C attached hereto and incorporated by reference as if fully set forth herein.

Section II. Order.

The City Council hereby adopts the amendments to the Wilsonville Transportation Master Plan shown on Exhibit A, attached hereto, and authorizes and directs the City Recorder and the Community Development Director to make any conforming changes necessary to the Wilsonville Transportation Master Plan, 1991.

SUBMITTED to the Wilsonville City Council and read for the first time at a special meeting thereof on the 5th day of September, 2002, at the hour of 7 p.m. at the Wilsonville Community Development Annex, 8445 SW Elligsen Road, Wilsonville, Oregon, and scheduled for second reading on the 7th day of October, 2002, commencing at the hour of 7 p.m. at the Wilsonville Community Center.

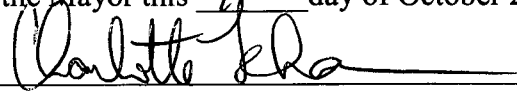
  
SANDRA C. KING, CMC, City Recorder

ENACTED by the City Council on the 7th day of October 2002, by the following votes:

YEAS: -5-                      NAYS: -0-

  
SANDRA C. KING, CMC, City Recorder

DATED and signed by the Mayor this 9th day of October 2002.

  
CHARLOTTE LEHAN, Mayor

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Helser	Yes
Councilor Kirk	Yes
Councilor Barton	Yes
Councilor Holt	Yes

## EXHIBIT A

Amendment to Page 58 of the Wilsonville Transportation Master Plan, July 12, 1991  
(Strike through text is current text proposed to be changed by **boldface language**)

### Arterials

***Ellisen Road.*** Widen to **five six lanes with a drop lane** from ~~Canyon Creek Road Parkway Center Drive~~ to I-5, using **a modified** design standard F; **and to three lanes from Parkway Center Drive to Canyon Creek Road using design standard E.** **Convert a freeway ramp from truck-only to vehicle use** ~~Improve road section between freeway ramps as part of ODOT's on the I-5/Stafford interchange project.~~

# Exhibit B

Staff Report dated August 7, 2002,  
for  
Planning Commission Public Hearing  
August 14, 2002,

with attached:

- Exhibit 1: Draft Ordinance No. 547
- Exhibit 2: Excerpt from DRB Staff Report 02DB09(1), June 24, 2002
- Exhibit 3: Public Facilities Improvement Requirements 02DB09(1)

**STAFF REPORT  
WILSONVILLE PLANNING DIVISION  
Wilsonville Planning Commission**

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**HEARING DATE:** August 14, 2002

**DATE OF REPORT:** August 7, 2002

**APPLICATION NO.:** 02PC03

**REQUEST:** Amend the Wilsonville Transportation Master Plan, 1991, to provide adequate transportation facilities for the development identified and approved by Planning Application 02DB09(1)(E) (Argyle Square)

**APPLICANT:** City of Wilsonville

**CRITERIA:** Statewide Planning Goal #12; Wilsonville Comprehensive Plan: Public Facilities & Services Implementation Measure 3.1.1.a; Metro Regional Transportation Plan Policies 1.0, 4.0, 12.0 and 18.0 and applicable requirements; Wilsonville Code Sections 4.000-4.033, and 4.198

**STAFF REVIEWER:** Maggie Collins, Planning Director  
Eldon Johansen, Community Development Director

**DESCRIPTION OF ACTION:**

Amend Page 58 of the Wilsonville Transportation Master Plan to read as follows:

**Arterials**

*Elligsen Road.* Widen to ~~five~~ six lanes with a drop lane from Canyon Creek Road Parkway Center Drive to I-5, using a modified design standard F; and to three lanes from Parkway Center Drive to Canyon Creek Road using design standard E. Convert a freeway ramp from truck-only to vehicle use ~~Improve road section between freeway ramps as part of ODOT's on the I-5/Stafford interchange project.~~

**BACKGROUND/SUMMARY OF ISSUES:**

The 1991 Transportation Master Plan (TMP) included Elligsen Road from I-5 to Parkway Center Drive as a major arterial with a cross section design "F". TMP street standards define Section F as a major arterial, which would include five lanes with bike lanes. This information is found on pages 53 and 54 of the 1991 Transportation Master Plan for the City of Wilsonville, Oregon.

In the traffic study for the Argyle Square project, the City analyzed traffic from the northeast quadrant of the City at buildout. Although a typical traffic study would include existing traffic, plus traffic from previously approved projects, plus traffic from the project, City staff was concerned that the completion of the Argyle project without consideration of full buildout could result in inadequate capacity some time in the future when existing vacant property were developed. The analysis determined that the intersection of Elligsen Road and Parkway would fail at buildout if constructed according to the 1991 Transportation Master Plan. For this reason, the project was conditioned to provide additional capacity beyond the capacity included in the 1991 Transportation Master Plan. (Exhibit 1) The detailed analysis is included in the Argyle Square Transportation Impact Study by DKS dated November 26, 2001, with an addendum titled Argyle Square Transportation Analysis Addendum by DKS dated March 25, 2002. [Planning File 02DB09(1) & (2)]

The applicant, Argyle Capital, would have been required to make bikeway, sidewalk and driveway improvements for their project in any case. It did not make sense to make these improvements without including the additional westbound lane that is needed for development of other vacant property in the vicinity. For this reason, Argyle Capital was conditioned to construct an additional westbound lane on Elligsen Road from Parkway Center Drive to I-5.

*Issue: Regional Transportation Plan Requirements*

On the Regional Transportation Plan, Elligsen Road is included as a minor arterial in the Regional Motor Vehicle System (Figure 1.12 of the 2000 Regional Transportation Plan). The net result of this inclusion on the Regional Motor Vehicle System Plan is a need to comply with specific Metro requirements in making improvements to a street on a regional system.

Paragraph 6.4.7 of the Regional Transportation Plan states that there would be a significant impact on this section of Elligsen Road at full area buildout. The analysis clearly indicates that the congestion would not be consistent with either the acceptable or preferred operating standards identified in Table 1.2 of the RTP. DKS conducted additional analysis on behalf of the City and determined that a third westbound lane would be required.

*Planning Decision of the Development Review Board*

On June 24, 2002, Wilsonville Panel B adopted approvals to Planning File 02DB09(1) that included approval of Request (E): Amend the Transportation Master Plan to Provide the Transportation Facilities to Serve the Subject Property. (Exhibit 2)

- EXHIBITS:**
1. Draft Ordinance No. \_\_\_\_\_
  2. Excerpt from DRB Staff Report 02DB09(1), June 24, 2002
  3. Public Facilities Improvement Requirements 02DB09(1)

**CONCLUSIONARY FINDINGS:**

**Statewide Goal 12:**

*To provide and encourage a safe, convenient and economic transportation system.*

Finding 1. In that the proposed amended language provides updated guidance to necessary transportation infrastructure to Elligsen Road, the proposed amendment provides policy continuity for this transportation facility.

**Comprehensive Plan Transportation Goals: Implementation Measure 3.1.1.a of Goal 3.1:**

The City's Goal 3.1 is to assure good quality public facilities and services that are available with adequate capacity to meet community needs and are in harmony with the community's commitment to provision of adequate facilities and services.

Implementation of master plans is an important component of orderly and timely facilities and services provision.

Finding 2. In that the City's requirement for transportation impact studies remains in place, along with the guidelines of the Transportation Master Plan; and in that the proposed amendment to the City's Transportation Master Plan would assure provision of adequate transportation facilities for the existing development and for future buildout in this area of the City, the proposed language complies with this City Implementation Measure.

**Metro Policy 1.0 Public Involvement:**

*Provide complete information, timely public notice, full public access to key decisions and support broad based, early and continuous involvement of the public in all aspects of the transportation planning process that is consistent with Metro's adopted local public involvement policy for transportation planning....*

Finding 3. In that the proposed modification to the 1991 Transportation Master Plan has been reviewed through public hearings at both the Planning Commission and Council; and that the decisions on the Argyle Square project were based on duly noticed public hearing processes at the Development Review Board level, the proposed amendment meets the Metro public involvement criterion.

**Metro Policy 4.0 Consistency Between Land Use and Transportation Planning:**

*Ensure the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land-use patterns.*

Finding 4. In that the traffic projections that have been used as a basis for determining the proposed amendment to the Transportation Master Plan are based on the existing and proposed land use in the northeast quadrant of the City and upon other traffic that uses these facilities, there is clear consistency between the

approved land use and the proposed amendment to the Transportation Master Plan.

**Metro Policy 12.0 Local Street Design:**

*Design local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan.*

**Finding 5.** The City has completed Canyon Creek North from Elligsen Road to Boeckman Road; and with assistance from ODOT, has completed 95<sup>th</sup> Avenue from Boones Ferry Road to Boeckman Road to complement planned land uses and to reduce dependence on major streets, thereby meeting Policy 12.0.

**Metro Policy 18.0 Transportation System Management:**

*Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land-use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments.*

**Finding 6.** In that the project for reconstruction and widening of Elligsen Road will also include the connections to provide coordinated signal operations between I-5 and Parkway Center Drive; and that the northbound access to I-5 from Elligsen Road will include ramp meters, this proposed amendment clearly meets the requirements of Policy 18.0, Transportation System Management.

**Local Consistency with the Regional Transportation Plan:**

*Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *Regional transportation policies 1 through 20 and objectives under those policies*
- *All system maps (Figures 1.1 through 1.19, including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*
- *Motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*
- *Regional non-SOV modal targets (Table 1.3).*

**Finding 7.** In that the proposed amendment to the City's Transportation Master Plan is much less encompassing than an overall revision of the Transportation Master Plan, the proposed modification will only meet part of the criteria as stated. The proposed amendment does meet the policies, objectives, motor vehicle level of service measures, systems maps and functional classifications of Chapter 1 of the 2000 Regional Transportation Plan, as follows:

- a. The proposed amendment meets applicable policies 1.0, 4.0, 12.0 and 18.0 of the Regional Transportation Plan Policies 1-20.



b. The proposed amendment applies to a project on Elligsen Road, and as such, does not require change to any RTP systems maps (Figures 1.1 through 1.19).

c. The proposed improvements on Elligsen Road meet the Motor Vehicle Performance Measures as described in Table 1.2.; the proposed amendment is therefore consistent with the Regional Transportation Plan Local Consistency criteria.

d. The Regional Non-SOV Modal Targets (Table 1.3) is not applicable for a minor change in width of a street; the proposed amendment is therefore consistent with the Regional Transportation Plan.

e. The 2020 Population and Employment Forecast figures were used as a basis for determining the trip generation requirements; as such, the proposed amendment is therefore consistent with Regional Transportation Local Consistency criteria.

**Compliance with Local Implementation Requirements, RTP Section 6.4.**

**Finding 8.** The proposed amendment and proposed project improvements comply with local implementation requirements of the Regional Transportation Plan as described in Section 6.4 and as numerated in previous findings; and further, the "Project Development and Refinement Planning Requirements" is not applicable to this action.

**Wilsonville Comprehensive Plan Changes, Section 4.198 Wilsonville Code:**

Proposed Wilsonville Plan amendments must be submitted in compliance with notice procedures in Section 4.008, including a public hearing duly advertised. Proposed text changes must show compliance with applicable Comprehensive Plan Goals; that the public interest is served and best served by approving an amendment at this time, and that there are no conflicts with applicable Metro requirements.

**Finding 9.** In that the procedures of Section 4.008 were duly followed, the proposed text amendment complies with local notice and procedural requirements.

**Finding 10.** In that the proposed language amendment modifies an ancillary document (Transportation Master Plan) to the Comprehensive Plan; and in that no changes are proposed to Comprehensive Plan goals or policies, the proposed amendment to the Transportation Master Plan continues to be consistent with applicable Comprehensive Plan Goals that were applied when the Transportation master Plan was adopted in 1991.

Finding 11. In that the public intent and interest is best served by specifying improvements to transportation facilities that will serve safety and mobility purposes now and into the future; and in that the proposed amendment complies with applicable Metro requirements as indicated by previous findings in this Staff Report; the proposed amendment is consistent with all City Comprehensive Plan change criteria.

**SUMMARY FINDINGS:**

Finding 12. Based on the findings of fact, analysis and Conclusionary Findings 1 through 11 of this Staff Report, the proposed Transportation Master Plan language amendment to revise the scope of transportation improvements that are necessary to Elligsen Road meets all applicable standards and requirements.

**STAFF RECOMMENDATION:**

To recommend approval of Ordinance \_\_\_ to the Wilsonville City Council.

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE WILSONVILLE TRANSPORTATION MASTER PLAN, 1991, TO PROVIDE ADEQUATE TRANSPORTATION FACILITIES FOR THE DEVELOPMENT IDENTIFIED AND APPROVED BY PLANNING APPLICATION 02DB09(1)(E) (ARGYLE SQUARE)**

WHEREAS, Argyle Properties, LLC, applied for approval of a 43-acre commercial development identified as Argyle Square, located at south of Elligsen Road and east of Interstate 5 at Exit 286;

WHEREAS, the applicant submitted appropriate material, and two public hearings were duly advertised, scheduled and conducted by Wilsonville Development Review Board B on May 28, 2002 and June 24, 2002, respectively;

WHEREAS, Resolution 02DB09(1.a) was submitted to the City Council, wherein a public hearing was duly advertised, scheduled and conducted by the City Council on \_\_\_\_\_, at which time the City Council approved the review of an amendment to the City's Transportation Master Plan by the Planning Commission to assure that necessary improvements to State and local infrastructure commensurate with the impacts of the Argyle Square Development were acknowledged by the City;

WHEREAS, Wilsonville Planning Commission conducted a duly noticed public hearing on August 14, 2002, at which time a proposed amendment to the Transportation Master Plan was reviewed, and said Commission recommended approval of the proposed amendment; and

WHEREAS, the Wilsonville City Council conducted a duly noticed public hearing on \_\_\_\_\_;

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

**Section I. FINDINGS AND DETERMINATIONS**

- A. The above-mentioned recitals are incorporated by reference in support of this Ordinance.
- B. The City Council hereby adopts Ordinance \_\_\_\_\_ and Exhibit A, and authorizes and directs the City Recorder and the Community Development Director to make any conforming changes necessary to the Wilsonville Transportation Master Plan, 1991.

**Section II. VALIDITY AND SEVERABILITY**

The validity of any section, clause, sentence or provision of this Ordinance shall not affect the validity of any other provision of this Ordinance, which can be given effect with reference to the invalid part or parts.

Section III. EFFECTIVE DATE  
The effective date of this Ordinance shall be \_\_\_\_\_.

SUBMITTED to the Wilsonville City Council and read for the first time at a regular meeting thereof on the \_\_\_\_ of \_\_\_\_\_, 2002, at the hour of 7 p.m. at the Wilsonville Community Center, and scheduled for second reading on the \_\_\_\_ day of \_\_\_\_\_, 2002, commencing at the hour of 7:00 p.m. at the Wilsonville Community Center.

\_\_\_\_\_  
SANDRA C. KING, CMC, City Recorder

ENACTED by the City Council on the \_\_\_\_ day of \_\_\_\_\_, 2002, by the following votes:

YEAS: \_\_\_\_\_ NAYS: \_\_\_\_\_

\_\_\_\_\_  
SANDRA C. KING, CMC, City Recorder

DATED and signed by the Mayor this \_\_\_\_ day of \_\_\_\_\_. 2002.

\_\_\_\_\_  
CHARLOTTE LEHAN, Mayor

SUMMARY OF VOTES:

Mayor Lehan  
Councilor Helser  
Councilor Kirk  
Councilor Barton  
Councilor Holt

ATTACHMENT:

Exhibit A: Amendment to Page 58, Wilsonville Transportation Master Plan, 1991.

## EXHIBIT A

Amendment to Page 58 of the Wilsonville Transportation Master Plan, July 12, 1991  
(Strike through text is current text proposed to be changed by **boldface language**)

### Arterials

***Elligsen Road.*** Widen to ~~five~~ **six lanes with a drop lane** from ~~Canyon Creek Road Parkway Center Drive~~ to I-5, using a **modified** design standard F; **and to three lanes from Parkway Center Drive to Canyon Creek Road using design standard E.** Convert a freeway ramp **from truck-only to vehicle use** ~~Improve road section between freeway ramps as part of ODOT's on the I-5/Stafford interchange project.~~

Annex/Planning/Collins/Staff Reports/Ordfor02PC03

ORDINANCE \_\_\_\_\_

PLANNING COMMISSION  
02PC03 TMP Amendment 8/14/02  
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Preliminary Plan and to delete 13.99 acres (Tax Lots 1500 and 404) from the Parkway Master Plan.

- CD34 The proposed development comprising two large super stores and service commercial pads has special circumstances requiring wider streets. In this unique case, an additional lane needed along SW Elligsen Road is consistent with the Transportation Master Plan to meet LOS D.
- CD35 The applicant has satisfied the applicable Statewide Planning Goals for the DRB to recommend approval to the City Council for the proposed Stage I Preliminary Plan.

### STAFF RECOMMENDATION:

Based on the findings of fact, analysis and conclusionary findings CD1 through CD35, Staff recommends that the Development Review Board **approve** the Stage I Preliminary Plan for the entire property, which would delete 13.99 acres from the Parkway Center Master Plan (Tax Lots 1500 and 404). The applicant is required to provide a park and ride facility. This approval is contingent upon City Council approval of the Comprehensive Plan Map Amendment and Zone Map Amendment on Tax Lots 1500 and 404. The DRB action for approval is a recommendation to the City Council.

**REQUEST (E): Amend the Transportation Master Plan to provide the transportation facilities to serve the subject property.**

As a separate but related action, transportation improvements that are anticipated to be required by approval of Components (A) and (B) of Planning File 02DB09(2) also require Transportation Master Plan amendments.

### DESCRIPTION OF REQUEST:

- E1 Adopted in 1991, the Wilsonville Transportation Master Plan (TMP) presently classifies Elligsen Road as an arterial and prescribes the following improvement: *"Widen to five lanes from Canyon Creek Road to I-5, using design standard F. Improve road section between freeway ramps as part of ODOT's I-5/Stafford interchange project."* (Page 58)
- E2 The Wilsonville Comprehensive Plan describes the TMP as a "sub-element" of the Comprehensive Plan as follows: *"The City shall continue to prepare and implement master plans for facilities/services, as sub-elements of the City's Comprehensive Plan. Facilities/services will be designed and constructed to help implement the City's Comprehensive Plan."* (Implementation Measure 3.1.1.a)
- E3 Implementation Measures 3.1.6.a and 3.1.6.b further specify that the TMP is used to establish design standards for arterial and major collector streets; and to specify width, lanes and other important design factors.

02DB09(1)

EXHIBIT A

- E4 Components (A) and (B) of Planning File 02DB09(2) specify the need for additional lanes on SW Elligsen Road to serve future traffic.

**STAFF RECOMMENDATION:**

Based on the above description, Staff recommends that appropriate amendments to the Transportation Master Plan be reviewed and processed by the Wilsonville Planning Commission. This action would be dependent upon the content of final Conditions of Approval for Planning Files 02DEB09(2)(A) and (B) by the DRB, including any Conditions of Approval addressing lane increases on Elligsen Road.

**Oregon's Statewide Planning Goals**

**Requests A through D.**

- 1) **Citizen Involvement:** *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

The review and decision to be rendered on this application will adhere to all public notice requirements of ORS 197 and WC 4.013 and will provide comment on the application through the public hearing of Wilsonville's Development Review Board on May 28, 2002.

- 2) **Land Use Planning:** *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

This application is being reviewed using the City of Wilsonville's Comprehensive Plan and Development Code which implements the City's land use-planning process.

- 3) **Agricultural Lands:** *To preserve and maintain agricultural lands.*

The Comprehensive Map and Zone Map Amendments will not impact agricultural land.

- 4) **Forest Lands:** *To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

The Comprehensive Map and Zone Map Amendments will not disrupt any forest land base.

- 5) **Natural Resources, Scenic and Historic Areas, and Open Spaces:** *To conserve open space and protect natural and scenic resources.*

The subject property does not have natural resources, scenic and historic areas, and open space.

- 6) **Air, Water, and Land Resources Quality:** *To maintain and improve the quality of the air, water, and land resources of the state.*

The Comprehensive Map and Zone Map Amendments will not degrade the air, water, or land resources of the state. However, storm water detention and a bio-filtration swale must be provided.

- 7) **Areas Subject to Natural Disasters and Hazards:** *To protect life and property from natural disasters and hazards.*

The Comprehensive Map and Zone Map Amendments will not pose a threat of a natural disaster or hazard.

- 8) **Recreational Needs:** *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

The Comprehensive Map and Zone Map Amendments will not detract from the recreational needs of the citizens of the state and visitors.

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

Refer to Findings A1 through A26 and B1 through B43 for the Comprehensive Plan and Zone Map Amendment requests. The creation of a freeway orientated service shopping center will provide the citizens of the City of Wilsonville and the State of Oregon new employment and access to commercial services that will benefit their health, welfare and prosperity.

- 10) **Housing:** *To provide for the housing needs of the citizens of the state.*

The Comprehensive Map and Zone Map Amendments are not proposing residential housing.

- 11) **Public Facilities and Services:** *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*



The applicant will be required to pay the applicable system development charges for the utilities that will be used as part of this project.

- 12) **Transportation:** *To provide and encourage a safe, convenient and economic transportation system.*

Refer to Findings A9 through A20 for the Comprehensive Plan and Zone Map Amendment requests. A traffic study was performed for this project and will be entered into the record for the Stage II Final Plan review. The traffic report found that the transportation system of the immediate Stafford I-5 interchange area was adequate to accommodate this project.

- 13) **Energy Conservation:** *To conserve energy.*

The applicant will indicate in the Stage II Final Plan Review how they will conserve energy with the type of development being proposed.

- 14) **Urbanization:** *To provide for the orderly and efficient transition from rural to urban land use.*

The proposed service commercial center will replace the old site that was the Burn's Brothers truck and service center. Rural lands are not involved in this request. Metro designates the subject property as an "employment area." Metro has specified (in the Urban Growth Management Functional Plan) that there are special standards applying to retail uses over 60,000 square feet in area, when located in employment areas. Metro created an exception applying to exception areas that have already been zoned commercially.

The State's Land Conservation and Development Commission (LCDC) is in the process of considering amendments to Statewide Planning Goal 14 (Urbanization) that could limit commercial development near freeway interchanges. The Oregon Department of Transportation (ODOT) seeks to preserve traffic capacity on the freeway system, so ODOT was notified of this proposal.

- 15) **Willamette River Greenway:** *To protect, conserve, enhance, and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The property is outside of the Willamette River Greenway and will not diminish the natural, scenic, historical, agricultural, economic or recreational qualities of lands along the Willamette River.

01DB09(1)

**Argyle Square  
Stage I Preliminary Plan  
Modification to the Parkway Center Master Plan  
Zone Map Amendment  
Comprehensive Plan Map  
Amendment**

**Conditions of Approval**

The application and supporting documents are hereby adopted for approval with the following condition:

1. This action deletes 13.99 acres (Tax Lots 1500 and 404) from the Parkway Center Master Plan. This action approves the Comprehensive Plan Amendment from Industrial to Commercial and Zone Map Amendment from PDI to PDC for Tax Lots 1500 and 404. Approves a Stage I Preliminary Plan dated April 17, 2002 (Sheet CU-1 of Exhibit E).
2. The applicant is conditionally approved on the modification of the City's 1991 Transportation Master Plan (TMP) to include the following improvements described in the City Engineer's Exhibit 27. Throughout the application process staff and the applicant have determined the need for these improvements, support same, and are in full agreement that both the application and the amendment process go forward essentially at the same time. Applicant is in agreement that the fact with the land use approval process may be completed prior to amending the TMP. This process shall not excuse or waive the condition of the improvements as a necessary condition to occupancy. Implementation Measure 3.1.2.b(2) provides a concurrency policy of allowing an applicant to take occupancy if transportation system improvements are planned and funded within two (2) years of occupancy. The applicant and staff contemplate the TMP amendment process will take place within that concurrency time frame to meet the planning requirement and that the applicant and the City, as conditioned herein and as otherwise agreed upon by a development agreement between the applicant and the City have provided for the necessary funding. The applicant also agrees that development of these improvements are necessary to meet the state's Transportation Planning Rule, which is further justification for the applicant's support in amending the city's TMP to include these improvements and agreement to be conditioned to provide same as set forth herein.
3. The owner or applicant shall sign a statement accepting, and agreeing to complete the conditions of approval before the zoning shall be changed.

02DB09(1)

EXHIBIT A

Staff Report - Development Review Board, Panel B

June 24, 2002

PLANNING COMMISSION  
02PC03 TMP Amendment 8/14/02

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# Exhibit 3

## EXHIBIT 3 –Public Facilities Improvement Requirements 02DB09(1)

- PF26. The applicant shall construct the following improvements along Elligsen Road at the intersection of Parkway Avenue/Argyle Avenue.
- a. Modify the southern approach for double 14-foot northbound left turn lanes, a northbound 12-foot through/right lane, double 12-foot southbound lanes and double 5-foot bike lanes.
  - b. Modify the east approach for triple 12-foot westbound lanes, a 14-foot left westbound turn lane, double 12-foot eastbound through lanes, double 5-foot bike lanes and a pedestrian crossing refuge.
  - c. Modify the west approach for triple 12-foot westbound lanes, a 14-foot left eastbound turn lane, double eastbound 12-foot through lanes, an eastbound 12-foot 'drop lane', double 5-foot bike lanes and a pedestrian crossing refuge.
  - d. Modify the north approach as required to match the improvements referenced in a, b and c above.
  - e. Modify the existing traffic control signal as required to incorporate the additional lanes. The existing traffic control signal shall remain operational at all times during construction.
  - f. All widening undertaken to accommodate the additional travel lanes, drop lanes, bike lanes and pedestrian refuges shall be made to the south.
  - g. Sufficient additional right-of-way shall be dedicated to result in the new right-of-way line being located 1 1/2-feet behind the face of curb.
  - h. Construct 5-foot sidewalks adjacent to both sides of all street improvements where required.
- PF27. The applicant shall construct the following improvements along Elligsen Road from the intersection of Parkway Avenue/Argyle Avenue west to I-5.
- a. Modify the east approach with transitional tapers.
  - b. Coordinate with ODOT and if approved, modify the northbound on-ramp for one right turn only lane and one right/through lane for westbound traffic.
  - c. All widening undertaken to accommodate the additional travel lanes, drop lanes, bike lanes, sidewalks and pedestrian refuges shall be made to the south.
  - d. Sufficient additional right-of-way shall be dedicated to result in the new right-of-way line being located 1 1/2-feet behind the face of curb.
  - e. Construct 5-foot sidewalks adjacent to both sides of all street improvements where required.

PF28. The applicant shall construct the following improvements along Elligsen Road from the intersection of Parkway Avenue/Argyle Avenue east to the intersection with Parkway Center Drive.

- a. Construct an additional 12-foot westbound travel lane.
- b. Construct eastbound 12-foot 'drop lanes' at Gwen Burns Drive and Parkway Center Drive.
- c. Construct a 5-foot eastbound bike lane and maintain the existing westbound bike lane.
- d. While holding the existing curb line on the north all widening undertaken to accommodate the additional westbound travel lane, drop lanes, landscape island, sidewalk and bike lane shall be made to the south.
- e. Construct landscape islands where possible.
- f. Install a fire pre-emption system. This shall include the necessary modifications to the traffic signal controllers at Parkway Avenue, Parkway Center Drive, the ODOT ramp terminals and the installation of appropriate pre-emption 'poles and heads' at the driveway for the TVFR station.
- g. Maintain eastbound right turns only lane and right/through lanes at Parkway Center Drive.
- h. Construct 5-foot sidewalks adjacent to both sides of all street improvements where required.

PF29. The applicant shall construct the following improvements along Elligsen Road at the intersection with Parkway Center Drive.

- a. Modify the southern approach for double 14-foot northbound left turn lanes, a northbound 12-foot through/right lane, double 12-foot southbound lanes, and double 5-foot bike lanes.
- b. Modify the east approach for double 12-foot westbound lanes, a westbound 14-foot left turn lane, and an eastbound 12-foot through lane and required tapers to match the east approach improvements.
- c. Modify the west approach for triple 12-foot westbound lanes, an eastbound 14-foot left turn lane, an eastbound 12-foot through/right lane, an eastbound 12-foot right turn only lane, double 5-foot bike lanes.
- d. Modify the north approach to maintain the existing access to the Pheasant Ridge Mobile Home Park.
- e. Modify the existing traffic control signal as required to incorporate the additional lanes. The existing traffic control signal shall remain operational at all times during construction.
- f. All widening undertaken to accommodate the additional travel lanes, drop lanes, bike lanes and pedestrian refuges shall be made to the south.
- g. Sufficient additional right-of-way shall be dedicated to result in the new right-of-way line being located 1 1/2-feet behind the face of curb.
- h. Construct 5-foot sidewalks adjacent to both sides of all street improvements where required.

PF30. The applicant shall construct the following improvements along Parkway Center Drive from the intersection with Elligsen Road southward to approximately 300-feet south of Hollywood Video/Jack Burns Way.

- a. Construct an additional 12-foot southbound lane.
- b. Construct an additional 12-foot northbound lane.
- c. While holding the existing curb line on the east all widening undertaken to accommodate the additional southbound lane, drop lanes, landscape island and bike lane shall be made to the west.
- d. The existing medians and trees located along this section shall be relocated.
- e. Sufficient additional right-of-way shall be dedicated to result in the new right-of-way line being located 1 1/2-feet behind the face of curb.
- f. Construct 5-foot sidewalks adjacent to both sides of all street improvements where required.

## Supplemental Findings

### Exhibit C

#### Statewide Goal 12

OAR 660-012-0060(1) provides that where amendments to acknowledged comprehensive plans will significantly affect a transportation facility, the local government must assure that allowed land uses be consistent with the identified function, capacity, and performance standards of the transportation facility. Local governments may meet this requirement through a number of identified measures, including amending the underlying TSP to provide transportation facilities adequate to support the proposed amendment.

In connection with its approval of an amendment to the comprehensive plan (Planning File 02DB09), the city found that the intersection of Elligsen Road and Parkway would exceed the capacity beyond that identified in the City's 1991 Transportation Master Plan at full build-out of the area. In order to comply with Goal 12 and OAR 660-012-0060(1), the City imposed a condition of approval providing that the City's approval of the comprehensive plan amendment would not be effective until the City amended the 1991 Transportation Master Plan to provide adequate transportation facilities to support full build-out.

This amendment to the 1991 Transportation Master Plan implements the condition of approval and provides for additional transportation facilities adequate to support the proposed amendment. Accordingly, the proposed amendment complies with Statewide Goal 12 and OAR 660-012-0060(1).

#### Comprehensive Plan Transportation Goals

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

Finding: This amendment to the 1991 Transportation Master Plan assures that adequate transportation facilities will be provided concurrent with existing and

planned needs. The amendment directly responds to the proposed development of Argyle Square, as well as the full build-out of the area. Consequently, this amendment complies with Policy 3.1.2.

Implementation Measure 3.1.2.d As an alternative to denying a development application that otherwise meets all applicable standards and criteria, the City shall impose reasonable conditions of approval on that development, in terms of the provision of adequate services/facilities.

Finding: This amendment to the 1991 Transportation Master Plan implements a condition of approval set forth in the City's approval of the Argyle Square development. Therefore, by implementing that condition and by requiring the construction of an additional land and drop lane, the City has assured that adequate facilities will be provided. This amendment, therefore, complies with Implementation Measure 3.1.2.d.

#### Metro Policy 1.0

Additional Findings: Consistent with the RTP Implementation Measure 6.4.3, the City forwarded the proposed amendment to Metro for its review prior to the first public hearing on the amendment. Upon final adoption of the amendment, the City shall notify Metro, as required by subsection (3) of Implementation Measure 6.4.3.

#### Metro Policy 4.0

Additional Findings: The sole purpose for adopting this amendment is to ensure that the affected transportation facilities will be consistent with the identified capacity and service levels in the quadrant of the City. Therefore, the amendment is consistent with RTP Policy 4.0.

SPH:sph