

Building Division

The City of Wilsonville's Building Division plays a crucial role in ensuring the safety and efficiency of the city's infrastructure. One of the key responsibilities of the division is hydrant fire flow testing, which is essential for designing effective building water and fire sprinkler systems.

Hydrant fire flow testing involves measuring the water pressure and flow rate from fire hydrants to determine the available water supply for firefighting purposes. This process is vital for assessing the capacity of the water distribution system and ensuring that it can meet the demands of fire suppression. The testing typically involves opening a hydrant and using specialized equipment to measure the static pressure, residual pressure, and flow rate.

These measurements are then used to calculate the fire flow, which is the amount of water available at a specific pressure. These calculations are critical for designing building water and fire sprinkler systems. The fire flow data helps engineers determine the size and capacity of the water supply system needed to support the building's fire protection requirements. It ensures that there is adequate water pressure and flow to operate the sprinkler systems effectively in the event of a fire. Additionally, the data is used to identify any potential deficiencies in the water distribution system that could impact firefighting efforts.

In Wilsonville, the Building Division works closely with the Fire Department and other stakeholders to conduct hydrant fire flow testing and analyze the results. This collaborative approach ensures that the city's infrastructure is well-prepared to handle emergencies and protect the safety of its residents. By maintaining accurate and up-to-date fire flow data, the Building Division helps to create a safer and more resilient community.



Economic Development Division

Wilsonville joins to welcome Korean Cleantech Startups

Greater Portland Inc (GPI) presented the Portland Region as the U.S. entry point for a cohort of ten Korean cleantech startups. The delegation visited September 2-5 to explore GPI's Soft-Land Program (greaterportlandinc.com/site-selection/soft-land-portland) with the goal of evaluating Portland as a base for their U.S. expansion. Wilsonville staff joined the delegation for a networking lunch at GPI offices, where staff learned about these burgeoning companies and they learned about Wilsonville.



Basalt Creek Infrastructure Finance

As part of the ongoing WILR (Wilsonville Industrial Land Readiness) project, led by the planning division and supported by economic development, staff has been working with Tiberius Solutions, a public finance consultant, to forecast and analyze anticipated development in the Basalt Creek planning area over the coming decades. This analysis helps the City forecast SDC revenues, which are then evaluated against anticipated infrastructure funding needs. This exercise ultimately helps the City identify any funding gaps and potential funding tools that could help fill such gaps. The analysis will be included as an appendix in a forthcoming Basalt Creek Master Plan—the final deliverable of the WILR project.



Peyton Business Center Update

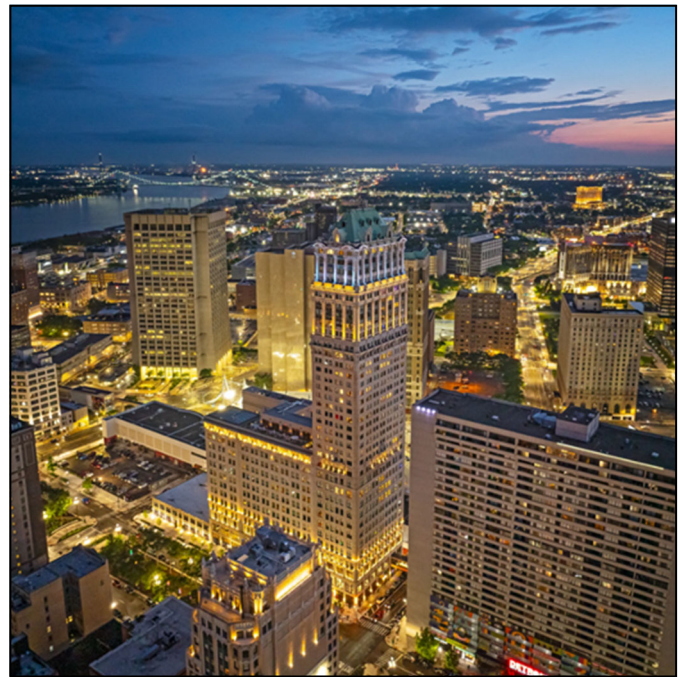
While a public announcement is premature, a regional company is pursuing the Peyton Business Center (Boones Ferry Road & Barber Street) as the future home for its headquarters and manufacturing operations. This 120,000sf facility has been vacant for some time after the State of Oregon last occupied it during the pandemic, where it was used to process unemployment benefits. This is an exciting opportunity for the City, and always good news to see a vacant asset occupied. More to come.



Economic Development Division

IEDC – National Conference – Detroit, MI

Staff attended the national conference of the International Economic Development Council (IEDC) in Detroit, Michigan, September 14-17. The highlight of the conference was a keynote address delivered by representatives from Bedrock Detroit, a development company that has purchased and redeveloped dozens of historic buildings in and near downtown Detroit, which was in a state of urban decay just a decade ago. Bedrock has successfully partnered with the City of Detroit on a serial basis using tax increment finance as a reliable and proven funding mechanism to move financially infeasible projects into the black. The image to the right is Book Tower, a historic Detroit landmark that was the definition of blight just a short time ago. This adaptive reuse project was completed in 2023 and offers mixed-use space, including office, retail and a variety of amenities, including multiple restaurants and bars, ROOST Detroit apartment hotel and an elegant event venue.



While Detroit is not Portland, and both Detroit and Portland are orders of magnitude larger than Wilsonville, the Bedrock/Detroit partnership demonstrates how tax increment finance can be strategically utilized to reverse a pattern of decline into a virtuous cycle of energy and investment. Many other investors and developers are working in Detroit as the central city is now seen as a reliable investment. As the area continues to revitalize, less and less public subsidy is required to spur new development activity and vibrancy.

Wilsonville joins Business Oregon roundtable to inform ‘Incentives Modernization’ conversation

On September 22, regional economic development leaders convened at the World Trade Center in Downtown Portland to discuss the incentive programs currently offered by Business Oregon, the State’s economic development agency, and how those programs could be improved, and if new or different incentives are needed in order to compete nationally and globally for new business development. The meeting began with introductions and an overview, followed by a presentation on the statewide economic development strategy and the role of business incentives. Participants discussed how to define economic development, set meaningful goals, and explored ways a state strategy could better support and amplify local and regional efforts. The group then reviewed existing business incentive programs, sharing perspectives on which incentives and program features were effective and which needed improvement. Building on this, participants brainstormed new incentive concepts and engaged in a prioritization exercise to identify the most promising ideas. The meeting concluded with a summary of key takeaways and agreement on next steps. Time will tell if the concepts introduced in the meeting will take shape as legislative concepts or new programs.



Engineering Division, Capital Projects

2025-2028 Street Maintenance (4014)

The Wilsonville Annual Street Maintenance Program funds the planning, design, and construction of street surface rehabilitation projects necessary to maintain a safe and reliable street network. This project represents the next three years of planned street maintenance across Wilsonville.

- **Completed Construction**

The City awarded the Fiscal Year 2025 (FY25) crack sealing contract to KNL Industries in May 2025. In June 2025, KNL Industries completed crack sealing and localized pavement spot repairs in the Villebois, Park at Merryfield, and other nearby neighborhoods bounded by the following roads: North of Wilsonville Road, South of Boeckman, West of Kinsman, and East of Grahams Ferry Road. Crack sealing is a maintenance technique used to extend the life of roads by filling in cracks to reduce the infiltration of water. Localized pavement spot repairs consist of construction crews removing and replacing small sections of damaged asphalt. These repairs focus only on the areas that are cracked, crumbling, or uneven.

In addition to the crack sealing contract, the City has awarded the Fiscal Year 2025-26 (FY26) slurry sealing contract to VSS International, who were selected through a Joint Cooperative Procurement with Hillsboro, Oregon. In August 2015, VSS International completed slurry sealing the local roads which were crack sealed in June. Slurry sealing involves spreading a thin layer of asphalt mixed with water and tiny gravel over the road. This layer fills in small cracks and smooths out bumps, protects the road from water and sun damage, improves traction for cars and bikes, and helps the road last longer.

- **Planned Construction**

Century West is working on preparing plans and specifications for rehabilitation of the following road segments during the respective fiscal years (FY):

- ◇ FY 2025-26

1. Parkway Center Avenue to Town Center Loop East, Parkway Center Court to Town Center Park
2. Grahams Ferry Road from Cahain Road to Day Road

- ◇ FY 2026-27

1. Boones Ferry Road from Boeckman Road to Ridder Road
2. Nike Drive from 95th Avenue to Boones Ferry Road
3. Ridder Road from 95th Avenue to Boones Ferry Road

- ◇ FY 2027-28

1. Parkway Center Drive from Elligsen Road to Burns Way
2. Sun Place from Best Western to Parkway Avenue

Annual Pedestrian Enhancements (4717)

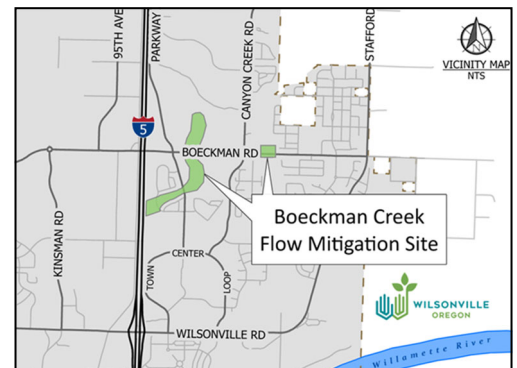
This project provides various high visibility pedestrian crossing enhancements throughout the City, with three currently in design at 90% and construction targeted for Spring of 2026. These locations include: mid-block crossing and bus shelter relocation north of SW Freeman Drive SW 95th Avenue, mid-block crossing on SW Wimbledon Circle S between SW Courtside Drive and SW Volley Street, and a mid-block crossing on SW Parkway Center Drive north of SW Burns Way. New efforts are underway for upgrades at three locations along Parkway Avenue, including Ash Meadows Lane, Ash Meadows Road, and Thunderbird Drive, with engineering design in Winter 2025.

Engineering Division, Capital Projects

Boeckman Creek Flow Mitigation (7068)

This project will look at storm water flows coming off the Siemens site towards Boeckman Creek. Historically, these flows were directed towards the Coffee Creek wetlands, but with development of the Siemens site, flows were altered to head towards Boeckman Creek in the early 1980s. These flows are needed to return to their natural waterways with the installation of the new Boeckman bridge. 90% plans have been reviewed and returned to the Contractor. Property acquisition is underway with purchase offers recently presented to property owners. Bidding is expected this winter. Project work will occur at several different locations including:

- The dam removal and dig out under the new Boeckman Bridge
- Replacement of overflow grating and weir modifications internal to the Siemens Campus
- Replacement of an undersized culvert on Boeckman Road at the entrance to the Siemens Campus
- Modifications to City piping under Parkway and Ash Meadows



Boeckman Creek Interceptor and Trail (2107)

This project will upsize the existing Boeckman Creek Interceptor sewer collection pipeline in order to support the development of the Frog Pond area. A regional trail will be installed as a part of the maintenance path from Boeckman Road to Memorial Park. Field investigations of the original area are finished. Capital improvement program (CIP) 7054, Gesellschaft Water Well Channel Restoration, was also brought into this project to minimize City design and construction costs. A State Revolving Fund Loan has been secured to help cover project costs. Additionally, an Oregon Community Path Grant has been secured for the last segment – crossing Boeckman Creek up to Wilsonville Road. This portion of the project will need to be a separate project due to grant requirements.

Preliminary design iterations are complete, and several workable solutions have been identified to meet all project needs. 60% plans were delivered to the City in June and reviewed by City Staff. Minor design refinements are expected to avoid impacts to existing trees and to minimize project costs.

The right of way acquisition process has not started on this project. Once the design is finalized, easement locations will be determined and a Council meeting will be needed to requesting authorization of property acquisition up to and including the use of eminent domain.

Brown Road Improvements Project (1148)

The Brown Road Improvement Project provides upgrades that bring Brown Road in closer alignment with current City standards for urban roads. The section of roadway to be upgraded extends from SW Wilsonville Road to SW Evergreen Drive. Anticipated upgrades improve connectivity by adding bike lanes, sidewalks, and provide better and safer access to adjacent neighborhoods. Surveying, geotechnical explorations, transportation studies, and a tree inventory are currently in progress at the project site. The consultant team delivered the 60% design to the City in May of 2025, and the City provided comments. The consultant delivered the 90% design which to the City in September 2025 and the 90% design is currently under review. A third Community Open House is being planned for fall to present updated designs and concepts with the community and any other interested partners. Council approved property acquisitions required to complete the project in August 2025, and the right of way acquisition process is underway. The City anticipates construction will begin in spring 2026 and will be completed by the end of 2026.

Engineering Division, Capital Projects

Boeckman Road Corridor Project (4212/4206/4205/2102/7065)

After a little more than three 3 years of intense design and construction work, Boeckman Road re-opened on May 21, 2025 and the contract was deemed substantially complete on July 24, 2025. The “punch list” of minor corrections and repairs has been under way since that time and will be finished off in September of 2025. The project is covered by a 1-year warranty to correct minor repairs and may continue if additional items are discovered which could result in future minor delays to the traveling public.

We're proud to say three major goals were achieved with this project:

- Boeckman Road was reopened within the shortest time practical to minimize disruptions to the public.
- The project was substantially complete prior to the original target for the new Frog Pond Primary School grand opening (which was August 26, 2025).
- Several capital projects ended up being combined into one large project which proved to greatly reduce the time the community was inconvenienced by construction in the area. This approach also meant efficiencies in use of limited resources, including funding, staff time, and consultant costs. Without this approach, constructing each project separately would have resulted in the community experiencing roadway or utility construction nearly continuously for 8-10 years.

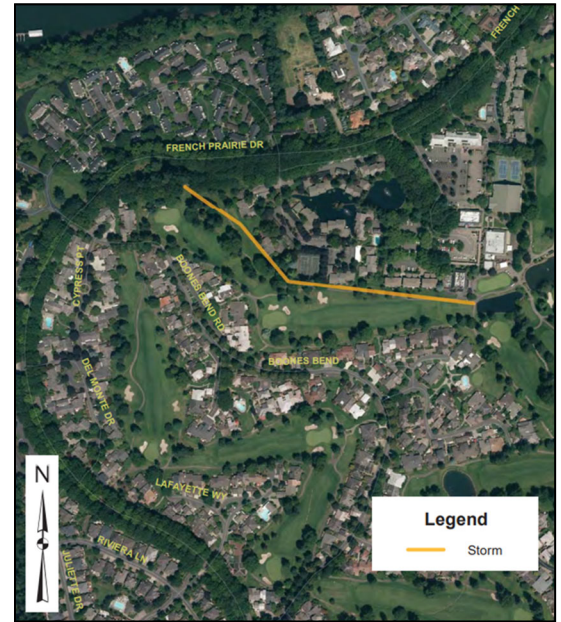
Here are a few before and after images of the Canyon Creek intersection and Boeckman Dip.



Engineering Division, Capital Projects

Charbonneau Storm Improvements Phase II A (7072)

This project provides design and construction for replacement of a portion of the stormwater pipeline as part of the Charbonneau Consolidated Improvement Plan, Project #37 Charbonneau Storm Improvements Phase II. Replacement of the 815-foot long section of 12-inch storm pipe has become a priority project as a result of recent inspection by the Public Works Department that identified significant deterioration and vulnerability to collapse. The pipeline is adjacent to residential and commercial buildings that could be susceptible to damage should the pipeline or a portion of the pipeline collapse or become plugged. Project is currently in pre-design, with engineering design in winter of 2025.



Miley Road – Storm Sewer Improvements (7071)

This project will remove and replace the existing storm sewer and pipe outfall within Miley Road, which is in very poor condition and is a concern for erosion and pipe collapse during a large rain event. Construction is anticipated to be split into two phases: the first phase being the replacement of the sewer outfall and upstream pipe/inlets to the east up to the intersection of Airport Road, and the second phase being removal and replacement of the remainder of the upstream pipe and structures that run parallel to Miley Road up to Armitage Road. A Request for Proposals has been advertised for engineering design and survey fieldwork/data collection. Data collection and engineering design is anticipated to next year, and construction of Phase 1 is anticipated for spring 2027 after permitting is complete. Construction of phase 2 is anticipated to begin in spring 2028.



Engineering Division, Capital Projects

Stafford Road Improvements Project (4219, 2111, and 1158)

The Stafford Road Improvements Project includes improving a section of Stafford Road between Boeckman Road and Kahle Road to meet current City standards for a major arterial roadway and as detailed in the Frog Pond East and South Master Plan. The roadway improvements consist of urban upgrades to enhance multi-modal connectivity by adding bike lanes, sidewalks, transit stops, and turn lanes that accommodate access to existing and planned adjacent neighborhoods. The project will include two roundabouts with the intersections of SW Brisband Street and SW Kahle Road, as well as an enhanced pedestrian crosswalk with a flashing beacon at Frog Pond Lane. In addition to roadway improvements, this project includes an extension of a 12-inch sanitary sewer pipeline and 12-inch drinking water pipeline, as well as undergrounding of overhead utilities and relocation of Portland General Electric high voltage transmission lines on Stafford Road between Boeckman Road and Kahle Road. Surveying, geotechnical explorations, wetland delineation, archeological survey, transportation studies, and a tree inventory began in August 2025 at the project site. The City anticipates the 30% design will be delivered by the consultant team in early 2026.



Backfilling around reservoir

West Side Level B Reservoir and Transmission Main (1149)

This project includes design and construction of a new 3-million-gallon water reservoir just west of City limits, along with approximately 3500 feet of 24-inch transmission main in Tooze Road. connecting to the City water system. City Council awarded the construction contract to Tapani, Inc. in June 2024. Construction began in July 2024 and is scheduled for completion in October 2025.

Completed Major Elements: Mass grading of the site, concrete foundation, floor, wall, roof installation, concrete pre-stressing, onsite utilities, transmission main installation, and paving of Tooze Road.

Tank construction and pre-stressing were completed in March, with transmission main testing completed in August, followed by disinfection and testing of the reservoir in September. The Tooze Road transmission main installation and paving are complete, except for striping of Tooze Road, which will occur in September. Final testing and commissioning of the new reservoir are scheduled for early October 2025.

The Tooze Road transmission main installation is complete, except for the connection to the existing City water main, which will occur in August. Final paving of Tooze Road was completed in September 2025, followed by tank commissioning and final grading/landscaping of the reservoir site

WTP Expansion to 20 MGD (1144)

This project expands the water treatment plant (WTP) capacity to 20 million gallons per day to support water demands in the City and Sherwood. Construction began in June 2022, with completion expected in the fall of 2025. The majority of work is complete, including testing, commissioning, and troubleshooting of new equipment.

Completed Major Elements: Larger pumps, electrical equipment, and generator, seismic improvements, and replacement of portions of the treatment process. Remaining work includes installation of a new electrical transformer and switchgear, currently underway, after which the project will be complete.

Engineering Division, Capital Projects

WWSP Coordination (1127)

Ongoing coordination efforts continue with the Willamette Water Supply Program (WWSP). Here are the updates on major elements within Wilsonville:

- **Phase 1, Wilsonville Road (PLM_1.1)** Arrowhead Creek Lane to Wilsonville Road—**COMPLETE**
- **Phase 2, Garden Acres Road to 124th (PLM_1.2)** Ridder Road to Day Road—**COMPLETE**
- **Phase 3, Wilsonville Road to Garden Acres Road (PLM_1.3)** The WWSP's last section of transmission pipeline to be constructed in the City of Wilsonville began in fall 2022, with completion planned for 2025. It will connect the remaining portion of the pipeline through Wilsonville and has an alignment along Kinsman Road, Boeckman Road, 95th Avenue, and Ridder Road (see image). The Engineering Division is currently in the process of reviewing final plans and coordinating construction. The trenchless crossing under Wilsonville Road and under Boeckman Road have been completed. Pipe install on 95th Avenue from Boeckman Road to Ridder Road has been completed and restoration of the sidewalk and curb and gutter on the east side of the road is ongoing. Permanent concrete road panel restoration of 95th Avenue began in April 2025 and will extend through the end of the year. Temporary traffic control during restoration will require detours and one-way travel to accommodate construction activities. Pipe install on Ridder Road west of 95th Avenue began in June 2025 and a full road closure during construction will be in place for at least 7 months.



Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

The project is being purchased by a new contractor who will finish the improvements. The contractor continues to work on punchlist items for closeout. The plat has been recorded. The City has not yet received building permits nor plans for the open space improvements.

Frog Pond West

Frog Pond West continues to see significant construction activities. Home construction in the Frog Pond Crossing, Frog Pond Estates, Frog Pond Oaks, Frog Pond Terrace, Frog Pond Overlook, and Frog Pond Vista subdivisions is on-going.

- The contractor has mobilized and installed tree protection fencing and erosion control measures at the Frog Pond Neighborhood Park project.

- Frog Pond Cottage Park Place, Phase I, a 12-lot subdivision located on the south side of Frog Pond Lane, just east of the Frog Pond Ridgecrest subdivision, is anticipated to begin construction in spring 2026.

- Frog Pond Petras, a 21-lot subdivision located on the northern corner of Frog Pond Lane and Stafford Road, has started infrastructure construction. The contractor has rough graded the private alley and is working to schedule water service installation. Infrastructure is anticipated to be completed in early 2026.



Frog Pond Petras



Frog Pond Primary

- Construction has started again at Frog Pond Primary, the new West Linn-Wilsonville School District primary school on Boeckman Road. The contractor is primarily working onsite.

- Frog Pond Ridgecrest, a 54-lot subdivision located on the south side of Frog Pond Lane, just east of the Frog Pond Terrace subdivision, is working to install the sanitary sewer and rough grade roads. Infrastructure construction is anticipated to be completed in early 2026.



Frog Pond Ridgecrest

Natural Resources Division

2024 IPM Activity Report

In September, City staff completed the 2024 Activity Report for the Integrated Pest Management (IPM) Plan. The IPM Plan was adopted in 2018, and this marks the sixth installment of the activity report. IPM offers a broad-based approach that relies on a combination of common sense practices. The IPM Plan identified management areas and key pests of concern and outlined approaches mindful of pest biology and the resources of the City while minimizing the risk associated with pest management.

Highlights from this year's activity report include:

- The City's continued reliance on cultural or mechanical controls over chemical practices
- The City's new flail mower attachment, which improves the treatment of weedy plant species
- The role of volunteers in maintaining Wilsonville's parks
- Information about Mediterranean Oak Borer

The IPM Plan and activity reports from 2019 - 2024 are available at:

<https://www.ci.wilsonville.or.us/natural/page/integrated-pest-management>



CHEMICAL METHODS: WHEN OTHER TREATMENT STRATEGIES FAIL

Reducing chemical use is an important objective of the City's IPM plan. **Chemical controls are only used if other practices are not fully effective or too costly to implement. Any chemicals used are applied in a selective manner that reduces risk to humans and the environment.**

The City monitors which practices it uses to control pests, including the acreage treated.

While this report illustrates the City's reliance on cultural or mechanical practices in favor of chemical practices, the most recent data demonstrates an uptick in chemical use during the last year.

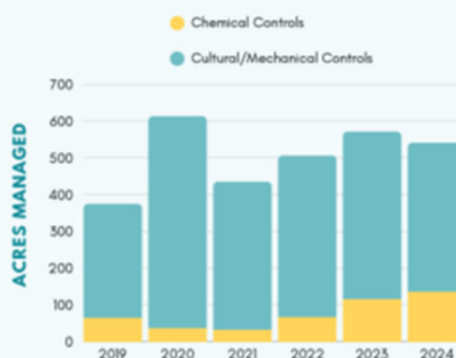
This result is explained by three factors:

1. Oregon Department of Agriculture guidance mandated a change to the methodology for tracking acreage in our database.

2. An increase in the number of park acres, total facilities, and lane miles managed by the City.

3. The introduction of new invasive pests that cannot be removed with cultural/mechanical controls, leaving only chemical control methods as the only viable option.

PEST CONTROL PRACTICES



Planning Division, Current

Administrative Land Use Decisions Issued

- 6 Type A Tree Permits
- 6 Type B Tree Permits
- 5 Class 1 Administrative Reviews
- 2 Class 2 Administrative Reviews
- 1 Class 1 Sign Permit

Construction Permit Review, Development Inspections, and Project Management

In September, Planning staff worked with developers and contractors to ensure construction of the following projects are consistent with Development Review Board and City Council approvals:

- A new neighborhood park in Frog Pond
- CIS Office Building at Wilsonville Road and Kinsman Road
- Frog Pond Primary School
- Industrial development on Day Road and Garden Acres Road
- Residential subdivisions in Frog Pond West

Development Review Board (DRB)

DRB Panel A did not meet in September.

DRB Panel B did not meet in September.

DRB Projects Under Review

During September, Planning staff actively worked on the following projects in preparation for public hearings before the Development Review Board:

- Modular offices at Republic Services
- Vehicle charging station at SW Barber Street and SW Boones Ferry Road
- Stafford Ridge, the first proposed development in Frog Pond East



Planning Team Touring Vuela (Transit Oriented Development)

Planning Division, Long Range

Legislative Session and State Rulemaking Involvement

In September, staff continued analyzing and learning about adopted bills to prepare for local implementation and compliance. A policy directive was issued for compliance with Section 8 of SB 974.

Planning Director Miranda Bateschell continues to serve on the Oregon Housing Needs Analysis Rulemaking Advisory Committee (RAC), which is currently focused on housing capacity rules and safe harbors for cities developing Housing Production Strategies. These strategies must be adopted by the Land Conservation and Development Commission by the end of the year.

Planning Commission

On September 10, the Planning Commission held a work session to provide feedback on draft Development Code updates for the Basalt Creek planning area. The session was facilitated by Associate Planner Cindy Luxhoj and Planning Manager Dan Pauly who guided the Commission through the discussion of proposed amendments. Key aspects include merging the Coffee Creek Industrial Design Overlay District with elements of the City's existing industrial zones to create a new Northwest Industrial Zone. The project team will finalize the updates as well as a Basalt Creek Master Plan for adoption over the coming months.

Wilsonville Industrial Land Readiness (WILR) Project

The Wilsonville Industrial Land Readiness (WILR) project integrates a focused analysis of development potential in the Basalt Creek Concept Plan area with a citywide Economic Opportunities Analysis and Economic Development Strategy. Together, these efforts aim to guide long-term job growth and land use planning. In September, consultant work on Basalt Creek centered on work to develop land use options for the West Railroad area and continued effort on an infrastructure funding plan. Progress also continued on the citywide analysis, including economic development strategies, to be presented to Council later this year.