

## Building Division

### Drone Inspections

The City of Wilsonville's Building Division has adopted drone technology to make inspections safer, faster, and more efficient. Unmanned aircraft are now routinely used for inspections of commercial re-roofs, solar-array installations, and evaluations of high framing elements that once required ladders, scaffolds, or lifts. By utilizing high-resolution images from angles that are difficult or dangerous to reach, drones reduce the need for inspectors to work at height and speed up the overall inspection timeline.

Safety and professionalism remain central to the program. All drone operators are commercially licensed and undergo training before flying. Inspectors keep up to date through hands-on practice and perform recognized obstacle course drills, including the National Institute of Science and Technology (NIST) bucket course, which helps ensure the team follows the latest standards for aerial operations and awareness when working around airport airspace and overhead obstructions like structures or trees.

To protect privacy, the Building Division's policy prohibits taking photos or recording during drone inspections. Drones are used for live visual assessments only, and inspectors document findings through written reports, annotated diagrams, and on-site measurements rather than stored imagery. This approach preserves the safety and efficiency benefits of aerial observation while respecting the city's record-retention and privacy standards.

Looking ahead, the Building Division plans to expand drone-supported services while continuing to prioritize training and public safety. Regular refresher training, adherence to licensing requirements, and investment in updated equipment keep the program aligned with best practices. The result is a modern inspection approach that protects workers, serves the community, and helps projects move forward with confidence.



Building Inspectors Carl Brown and Nicolai Dornstauder practicing drone operation at a City park.

## Economic Development Division

### Strengthening the City's Fiscal Future Through Town Center

The adopted Town Center Plan lays out a long-term vision for transforming an underutilized, auto-oriented area into a vibrant, mixed-use district that better reflects the community's aspirations and contemporary economic realities. As the City continues to evaluate the potential creation of a Town Center urban renewal area, it is important to recognize that this effort is not only about amenities or a number of housing units—it is also about fiscal stewardship. The Plan provides a framework for strategic public and private investment that strengthens the City's economic foundation over time.



In Oregon, where local governments rely heavily on property tax revenue, how land is used matters—a lot. Today, much of Town Center is characterized by low-density development, expansive surface parking lots, and single-story commercial buildings. While functional, this pattern generates relatively low tax revenue per acre. By contrast, the Town Center Plan envisions more compact, mixed-use development—housing over retail, multi-story office, multifamily, and commercial buildings, and a more efficient use of land. This form of development significantly increases assessed value within the same footprint as what exists today, allowing the City to generate more revenue without expanding its boundaries or extending infrastructure outward—which is costly to both build and maintain. In practical terms, that means more sustainable funding for core services like public safety, parks, and maintenance of city systems, while making better use of existing infrastructure investments.

The Town Center Plan is, at its core, an economic development strategy grounded in long-term financial resilience. By implementing the Town Center Plan, the City can partner with the private sector to create a place that is both culturally vibrant and fiscally productive. As discussions around urban renewal continue, this perspective is essential: thoughtful densification is not just good planning—it is a responsible approach to ensuring the City's long-term financial health.

### Staff Presented Revised Urban Renewal Scenarios to City Council

At work session held prior to the meeting held March 16, 2026, the Council directed Economic Development staff to continue refining the Town Center Urban Renewal Feasibility Study in preparation for a potential November 2026 ballot measure. The Council reviewed more conservative development scenarios developed by staff at the request of the City Council in response to community concerns about scale and intensity. Staff emphasized that the feasibility study is not a prediction, but a tool to assess whether a reasonable redevelopment scenario could generate funding for infrastructure and economic development investments.

**2026 Scenarios**

Based on 2023 Assumptions

**Attachment 2**

**WHAT'S DIFFERENT?**

- Council direction
- Reduced redevelopment acreage
- Lower Floor Area Ratios
  - Potential modification to height waiver code
  - More on-site parking
- Larger unit sizes
- Reduced residential/commercial ratio in mixed-use

WILSONVILLE TOWN CENTER PLAN 11

A. Town Center Urban Renewal Feasibility  
**Wilsonville City Council Work Session**  
 March 16, 2026

## Economic Development Division

### Westside Economic Alliance – 2026 Policy Conference

Staff attended the Westside Economic Alliance 2026 Policy Conference, March 19, which focused on energy planning and regional growth. The discussion centered on a set of increasingly pressing questions: how we ensure reliable, affordable energy for continued growth; how we accommodate high-demand users such as data centers; and whether current investments are sufficient to meet Oregon’s clean energy goals.

A consistent theme was the scale of infrastructure needed to support both existing communities and future economic development. Panelists highlighted growing pressure on the grid and the need for expanded generation, transmission, and system resilience to keep pace with demand.

There was also clear recognition that energy capacity is now a key economic development factor. Communities and regions that can demonstrate reliable and scalable energy supply will be better positioned to attract and retain employers, particularly in advanced manufacturing and technology sectors.

At the same time, speakers noted the tension between growth and policy goals, and the need to ensure that infrastructure investments align with Oregon’s long-term climate commitments while still supporting economic competitiveness.

Overall, the conference reinforced that energy is becoming a defining constraint—and opportunity—for economic development in our region, and that coordinated planning across utilities, local governments, and the state will be essential going forward.

### Staff Engaging with Siemens Real Estate and Families in Wake of Child Development (CDC) Closure Announcement

In late March, Siemens announced to families of the Child Development Center (a company subsidized child care center), which has served Wilsonville families for over 30 years, that they would be closing the CDC at the end of June 2026. The closure is part of a larger repositioning of the company in Wilsonville, and subsequently, a reconfiguration of the company’s Wilsonville real estate holdings.

These types of announcements are disappointing, but they are a reality in the post-COVID world, where employers now allow their workforce to work partially or completely from home. The office and real estate needs of corporations has changed.

Economic Development staff is working proactively with Siemens Real Estate and the families affected by the closure to explore the possibility of maintaining the existence and operation of the CDC. While it may ultimately not be possible, it is still worthy of exploration. The CDC has been an important pillar in the community for many years, and supported the development of hundreds, if not thousands of children.



## 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.

### Summer 2026 Completed Construction

This summer, the City will be completing crack sealing and localized pavement spot repairs in the Foxchase, Morey's Landing, Hazelwood, and Old Town neighborhoods, as well as on Boeckman Road and Boones 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. The City released an Invitation to Bid (ITB) on January 21, 2026 for the summer 2026 crack sealing and localized pavement spot repairs. Bids were due on February 11, 2026, and the City received six (6) bids. The contract was awarded to S-2 Contractors, and construction is expected to occur in June through August 2026. The City is currently evaluating slurry sealing to follow in summer 2027 and additional areas of crack sealing and localized pavement spot repairs to occur in summer 2028.

The City released an Invitation to Bid (ITB) on January 5, 2026 for rehabilitation of the following road segments:

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

Bids were due on January 27, 2026, and the City received nine (9) bids. The contract was awarded to KNL Industries, and the construction is expected to occur in June through August 2026.

The City's engineering design consultant, Century West Engineering, is working on preparing plans and specifications for rehabilitation of the following road segments during the respective fiscal years:

#### Fiscal Year (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

#### Fiscal Year (FY) 2027-28

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

Century West delivered the 60% design for FY 2026-2027 road rehabilitation to the City in February of 2026, and the 60% design is currently under review.

## Engineering Division, Capital Projects

### Annual Pedestrian Enhancements (4717)

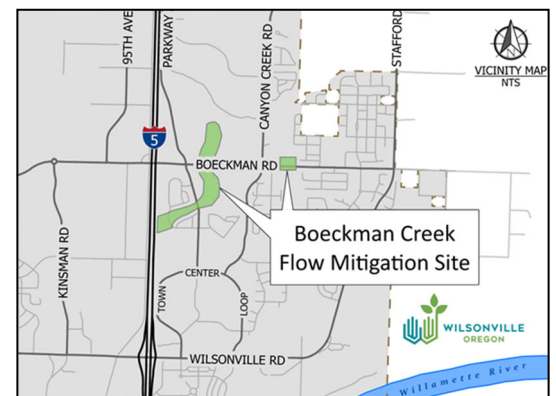
This project provides various high visibility pedestrian crossing enhancements throughout the City, with three currently in design at 90% and construction targeted for spring 2026. These locations include: a mid-block crossing and bus shelter relocation north of **Freeman Drive 95th Avenue**, a mid-block crossing on Wimbledon Circle S between Courtside Drive and Volley Street, and a mid-block crossing on Parkway Center Drive north of Burns Way. A notice of intent to award was provided to Turney Excavating, with the final award scheduled for the April 6 Council Meeting.

Additional crossing improvements are underway for three locations along Parkway Avenue, including Ash Meadows Lane, Ash Meadows Road, and Thunderbird Drive. In addition, this set of upgrades includes accessibility improvements at the east-bound SMART bus stop on Wilsonville Road and Wildcat Way, and for a bike ramp to connect the south-bound bicycle lane on Town Center Loop W to a nearby shared use path. Project survey fieldwork and engineering design for these five new improvements has begun as of January 2026 by Westlake Consultants and is progressing towards the 90% Design milestone after a review of 60% Design in March.

### Boeckman Creek Flow Mitigation (7068)

This project will look at stormwater 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. Plans and bid documents have been finalized after 100% design review. Property acquisition is underway with purchase offers recently presented to property owners. Several Owners have agreed and easements are being recorded. The Invitation to Bid for construction has been advertised, and has been awarded at the March 2nd City Council meeting to Interlaken, Inc. 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



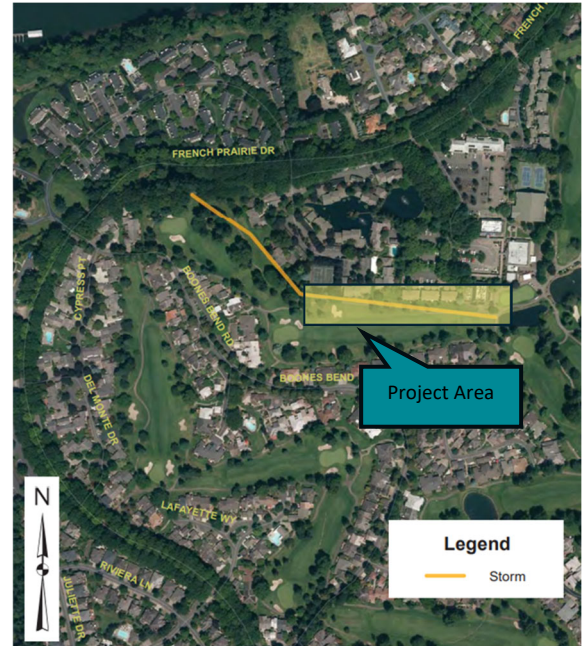
### Brown Road Improvements Project (4216)

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 Wilsonville Road to Evergreen Drive. Anticipated upgrades improve connectivity by adding bike lanes, sidewalks, and provide better and safer access to adjacent neighborhoods. Council approved property acquisitions required to complete the project in August 2025, and the right of way acquisition process is underway. The consultant delivered the 90% design to the City in September of 2025, and the City has provided comments. A third Community Open House was held on December 3, 2025, at Wood Middle School to present updated designs and concepts with the community and any other interested partners. The consultant delivered the 100% design to the City in February 2026 and the Invitation to Bid (ITB) for Construction was released on March 3rd, 2026, with bids due on March 31st, 2026. The City anticipates construction will begin in spring of 2026 and will be completed by the end of 2026.

## 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. Survey fieldwork is substantially complete as of February, and the 30% Design milestone by 3J Consulting is in review.



### 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 Professional Services Agreement for engineering design and survey fieldwork/data collection was awarded to WSP USA Inc. at the December 15 City Council Meeting.

The initial data collection and survey is generally complete as of March 2026, and engineering design has begun and progressing towards a preliminary alternatives analysis of viable design options for City review. 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 Brisband Street and 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.

### **Water System Master Plan (1154)**

The purpose of the Plan is to evaluate necessary capital improvements to accommodate anticipated population growth, meet regulatory requirements, provide seismic resilience, and ensure system reliability. Various elements of the Plan include estimating population growth over the next 20 years, anticipating changes to state and federal regulations, identifying and correcting water storage and transmission capacity limitations, reducing vulnerability to seismic events, and developing emergency response strategies to protect and preserve proper functionality of the City's water supply, storage, and distribution systems. Upon completion, the Plan will be utilized to determine the needed adjustments to water utility rates and system development charges to implement the recommended capital improvements. When the draft capital improvement plan (CIP) is developed, open house meetings will be held to present the recommended CIP and solicit public feedback. These meetings are tentatively scheduled to occur around October 2026.

### **WWTP Aeration Basin Expansion (2113)**

This project constructs a fourth aeration basin and a seventh blower to expand secondary treatment capacity at the Wastewater Treatment Plant. (WWTP). The project includes earthwork, landscaping, and site drainage improvements. A design consultant has been selected, with a contract award by City Council anticipated in April/May 2026. Design is tentatively scheduled to be completed in early 2028, with construction starting in spring of 2028.

### **WWTP Backup UV System Replacement (2109)**

This project will replace the outdated backup UV disinfection system at the Wastewater Treatment Plant (WWTP). The new system will enhance disinfection reliability, ensure compliance with regulatory standards, and provide critical redundancy during peak flows or primary system maintenance. Design is underway, with completion expected in August 2026. Construction is anticipated to occur from September 2026 to September 2027.

## 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 2026. 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 Kinsman Road from Wilsonville Road to Barber Street has been completed and restoration at the intersection of Wilsonville Road and Kinsman Road is ongoing. Pipe install on 95th Avenue from Boeckman Road to Ridder Road has been completed and restoration of the road is ongoing. Permanent concrete road panel restoration of 95th Avenue began in April 2025 and was completed in November 2025. Pipe install on Ridder Road west of 95th Ave began in June 2025, has been completed, and restoration of the road is ongoing. Temporary traffic control on Kinsman Road, 95th Avenue, and Ridder Road during final restoration efforts will be required to accommodate remaining construction activities. Additional upgrades to the intersections at Boeckman Road and 95th Avenue and Ridder and 95th Avenue are expected to be completed by late 2026.



## Engineering Division, Private Development

### Residential Construction Activities

#### Canyon Creek South Phase 3

The status of this project remains the same as last couple of months. The contractor continues to work on punchlist items for closeout. The City is reviewing plans for the open space improvements.

#### Frog Pond West

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

- The contractor has installed portions of the pathways and is working on constructing the sidewalk along Brisband at the Frog Pond Neighborhood Park project.
- Frog Pond Petras, a 21-lot subdivision located on the northern corner of Frog Pond Lane and Stafford Road, is under construction. Crews have installed sidewalks and pedestrian connections and are working to prepare the site for paving and installation of street lighting.
- Construction is nearing completion at Frog Pond Primary, the new West Linn-Wilsonville School District (District) primary school on Boeckman Road. The contractor is continuing to work on punchlist items.
- Frog Pond Ridgecrest, a 54-lot subdivision located on the south side of Frog Pond Lane, just east of the Frog Pond Terrace subdivision, roads have been paved and the contractor is working to install street lights and landscaping.



Frog Pond Petras: picture taken looking West from Stafford Road.



Frog Pond Ridgecrest: picture taken looking southwest from Frog Pond Lane

## Natural Resources Division

### Stormwater System Annual Inspection and Maintenance Reports

The City has stormwater maintenance agreements with property owners for the operation and maintenance of private stormwater systems. By May 1st of each year, an annual inspection and maintenance report is due from the owner or responsible party (e.g., management company, HOA). In March, City staff mailed letters to property owners or responsible parties, including a report form, reminding them to submit their annual report. The required information includes the inspection date and any maintenance, repair, or replanting activities that were completed. After receiving the reports, City staff conducts an inspection to verify the information in the report.



## Planning Division, Current

### Administrative Land Use Decisions Issued

- 7 Type A Tree Permits
- 4 Type B Tree Permits
- 1 Class 1 Administrative Review
- 2 Class 2 Administrative Reviews

### Construction Permit Review, Development Inspections, and Project Management

In March, 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 car dealership on Parkway Avenue
- 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 on Canyon Creek Road S
- Villebois Village Center Mixed-use Development
- Vuela Transit Oriented Development (TOD) on Barber Street

### Development Review Board (DRB)

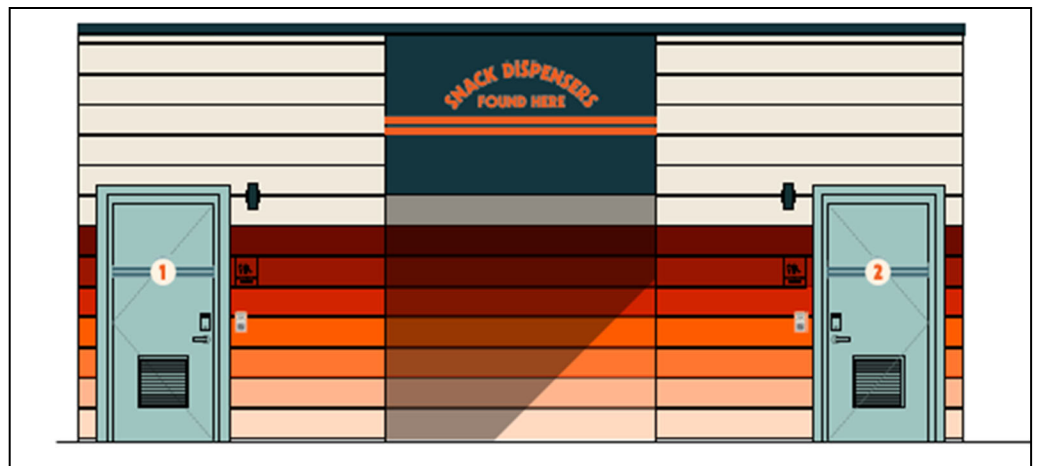
DRB Panel A did not meet in March.

DRB Panel B did not meet in March.

### DRB Projects Under Review

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

- Industrial campus expansion at Sysco
- Vehicle charging station at Barber Street and Boones Ferry Road
- Stafford Ridge, the first proposed development in Frog Pond East
- Twist Bioscience storage buildings at ParkWorks
- PGE Transmission Line Upgrade in northwest Wilsonville
- Willamette Greenway Conditional Use Permit for single family home
- Open Space revision at Spring Terrace subdivision



iONNA Charging Station – Proposed Building Elevation

## Planning Division, Long Range

### **Housing Statutory Compliance Project**

This two-part project will update Wilsonville's Development Code to incorporate new statutory requirements related to residential development from the 2025 Oregon Legislative session. Part 1 of the project will focus on Section 3 of SB 974, which requires cities and counties to issue land use decisions without a public hearing on certain residential development applications, including Wilsonville's most common residential land use applications. The project also will incorporate changes required by Section 17 of HB 4037, which passed in the 2026 Oregon Legislative Session, and will integrate Action C of the 2025 Housing Production Strategy, which calls for the City to implement an administrative review process for residential development. In March, the project team held a work session with Planning Commission to review and gather input on draft Development Code amendments for Part 1 of the project. This information will be shared with City Council at a work session in April. The amendments related to Section 3 of SB 974 must be in effect by July 1, 2026.

### **Planning Commission**

On March 30, the Planning Commission held a work session where they provided additional feedback on Part 1 of the Housing Statutory Compliance Project.

### **Wilsonville Industrial Land Readiness (WILR) Project**

The Wilsonville Industrial Land Readiness (WILR) project combines a focused analysis of development potential in the Basalt Creek Concept Plan area with a citywide Economic Opportunities Analysis (EOA) and Economic Development Strategy (EDS). Together, these efforts will help guide long-term employment growth and strategic land use planning in Wilsonville.

On March 2, City staff and the consultant team presented the draft EOA to City Council at a public hearing. Following deliberation, City Council held a second reading on March 16 and voted unanimously to adopt the EOA and accompanying EDS.

In March, consulting firm DKS completed a transportation analysis of the West Railroad Planning Area (WRR). The analysis evaluated projected vehicle trips generated by potential future land uses in the area and assessed how the transportation network could support future development. Staff were also busy preparing for work sessions in April with both the Planning Commission and City Council to review the West Railroad (WRR) Preliminary Preferred Concept, which illustrates potential future access points, internal street connections, and flexible employment land uses for the area.